

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,
ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 31 PARK ROW, NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XXXIV., No. 47.]

SATURDAY, NOVEMBER 23, 1878.

[WHOLE No. 2,222, VOL. LI.

Mr. FREDERIC ALGAR, No. 8 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

PRINCIPAL CONTENTS.

International Commerce.....	1343
Fraudulent Transfer of Stock.....	1344
Baltimore and Ohio Railroad.....	1344
The Pittsburg Bond Case.....	1345
Northern Pacific Railroad.....	1345
More Coal for the Winter.....	1346
Central Pacific Railroad.....	1346
A Virginia Bonanza.....	1346
Detroit, Grand Haven & Milwaukee Railway.....	1347
The Plumas Mine.....	1347
Round Writing.....	1347
City Passenger Railways.....	1348
Federal and State Securities.....	1349
Railroad Earnings.....	1350
Railroad Bond and Share Lists.....	1351, 1360
St. Paul and Pembina Railroad.....	1366
Financial and Commercial Affairs.....	1367
Redemption of Five twenty Bonds.....	1369
Investment Securities.....	1369
Mining.....	1369
Railroad and Canal Dividend Statement.....	1370
United States Supreme Court Decisions.....	1371
Commerce of New York.....	1371

American Railroad Journal.

New York, Saturday, November 23, 1878.

International Commerce.

At this moment, more than any other for a long period past, it is well to scrutinize the facts now verified of our trade relations with other nations. Our long and costly civil war left us nearly bankrupt at home and abroad. Of that debt then made, we now owe but very little abroad, and not a burdensome amount at home. We have reached the point of solvency; from the position of debtor we are now assuming that of creditor—we are selling much more than we are buying, and the balance represents net profits.

This being the actual condition, with a fair probability of its continuance, it is proper for all to consider in what way and how the foreign trade interests of the nation may be best promoted.

Our greatest foreign trade is with England. This trade is very largely reciprocal, and its permanence is best assured from that fact. Up to

1870 we had paid England a large yearly balance due her, because we could not bring our wants down to the limit of home production in manufactures, or the limit of exportation in reciprocal trade. Since 1870 there has been a wonderful change in our favor. Our manufactures have greatly increased—in many things surpassing home wants—while our products of cereals, cotton, etc., heretofore exportable, have increased in an equal or greater ratio.

The result is we are able to sell England much more than we can buy from her, and her political economists are alarmed at the present tendency of trade with us.

Mr. Frederick Brittain, of Sheffield, England, who has made trade statistics a study, gives some figures which are valuable and instructive.

In 1872 England sent us of cotton manufactures \$29,855,000. This had fallen off in 1876 to \$18,042,000. In 1872, Pig Iron from England to America amounted to \$5,122,000, and bar, hoop, and other iron to \$5,814,000; a total of \$10,936,000 for iron exclusive of railroad bars. In 1876 the pig iron exports had fallen off to \$1,918,000, and bar, hoop, etc., to \$1,584,000; a total falling off of \$7,434,000. In railroad bars, both iron and steel, there is a much greater falling off. In 1872 iron railroad bars amounting to \$15,778,000, and of steel bars \$6,277,000 were shipped to America; a total of \$22,055,000. The figures for 1876 show but \$6,000 for iron railroad bars, and \$314,000 for steel bars; a falling off of \$21,635,000. In cutlery and manufactures of steel, while \$6,363,000 was shipped to America in 1876, a large amount of American cutlery was sold in English markets as an offset.

From these statistics, necessarily brief, an idea may be gained of the rapid changes now taking place in our trade relations with our principal customer. And the same holds good in a greater or less degree of our trade with other nations. In particular is this true of our trade with Canada. In the fiscal year 1867-8 the imports into Canada from the United States were \$28,053,000. In 1876-7 they had increased to \$51,312,000. On the other hand Canadian trade with the mother country fell off at a serious rate. British exports into Canada for 1873 were \$68,522,000. In 1876

they were only \$40,734,000; a falling off of \$27,788,000 in three years.

While this trade exhibit is gratifying to American commercial pride there is another side to be carefully considered, also. England is dependent almost wholly upon her manufacturing interests for existence. We are almost as dependent upon England for a market for our enormous surplus of breadstuffs. If we drive the English manufacturer from our own and other markets we are taking away his ability to buy our breadstuffs. If he suffers we must suffer, too, because we are mutually dependent upon each other. So, while studying first our own interests, we must not forget wholly the interests of our neighbor nations, since the existence and continuance of healthy trade requires a degree of reciprocity.

We have nothing to-day that can be called a foreign trade policy. We were about to have said further, that until a Congress of competent legislators are born or trained, there is small hope of those discreet and wise laws necessary for the desired end. We have now more than enough of laws, but not enough of practical legislation. We have a superfluity of lawyers in Congress, but a dearth of intelligent business men. But at this moment more than at any time previous we need wise and judicious tariffs which will assist the home producer without destroying his foreign consumer. Free trade is a vision not yet realized. Reciprocity under equitable limitations is what modern political economy teaches, and this is the lesson for the nation to study.

The Spencer Branch Railroad has been graded the whole distance, $2\frac{1}{2}$ miles, and the rails laid from the Boston and Albany depot to Cranberry brook, a distance of about three quarters of a mile. It is expected that the whole will be completed and the trains running by the 1st of January.

The Shepherdstown (W. Va.) Register states that the directors of the Shenandoah Valley Railroad Company, at a meeting held on Tuesday last, decided to put the branch road from that place to Bedington, in Berkeley county, (where it will connect with the Cumberland Valley railroad,) under contract at once, with a view of having it

completed by the first of March next, thus affording an outlet for the road from the Clarke line via the Cumberland Valley.

Fraudulent Transfer of Stock.

A decision of interest to brokers and joint stock companies was rendered in the United States Supreme Court at Washington on the 18th inst. in the case of the Western Union Telegraph Company against Henry W. and Katharine J. Davenport. The question involved was whether or not a joint stock company is liable to an individual stockholder for a certificate of stock which had been stolen and which the company, upon a forged power of attorney, has transferred on its books to another party. The Court held that there could be no question as to the right of such a stockholder to have his stolen shares replaced and a proper certificate issued to him therefor and to receive all the dividends which shall have accrued thereon since the unauthorized transfer. The forgery, it is held, cannot confer any power or transfer any right. The officers of the company are the custodians of the stock books and it is their duty to see that all transfers of shares are properly made, either by the stockholders themselves or persons having authority from them. If, on the presentation of a certificate, the company is in doubt as to the authenticity of a conveyance or the identity of a person, it can require the genuineness of the one or the identity of the other to be satisfactorily established, but in either case it must act upon its own responsibility. Neither the absence of blame, on the part of the officers of the company in allowing unauthorized transfer of stock, nor the good faith of the purchase of stolen property, will avail as an answer to the demand of the true owner.

Baltimore and Ohio Railroad.

FIFTY-SECOND ANNUAL REPORT.

OFFICE OF BALTIMORE AND OHIO R. R. Co.,
BALTIMORE, October 1, 1878. }

The President and Directors submit to the stockholders of the Baltimore and Ohio Railroad Company the following statement of its affairs for the fiscal year ended September 30, 1878:

THE REVENUE.

The revenue of the Main Stem, including the Winchester and Potomac, Winchester and Strasburg, the Strasburg and Harrisonburg, the Metropolitan Branch and the Washington City and Point Lookout Railroads, and of the Washington County Railroad for three months to January 1, 1878, have been.....\$8,563,956 85
Of the Washington Branch..... 276,879 40
Of the Parkersburg Branch..... 659,698 77
Of the Central Ohio Division..... 829,252 77
Of the Lake Erie Division..... 657,682 04
Of the Chicago Division..... 1,057,558 96
Of the Wheeling, Pittsburg and Baltimore (formerly the Hempfield) Railroad..... 40,984 25
Of the Newark, Somerset and Stratsville Railroad..... 135,295 06
Of the Pittsburg and Connellsville Railroad (Pittsburg Division).... 1,544,021 82

Total.....\$13,765,279 99
Showing an increase as compared with 1877, of..... 556,419 91

I.—OF THE MAIN STEM.

The expenses of working and keeping the roads and machinery in repair amounted to \$4,524,344 98, being 52.83 per cent upon the earnings, showing a decrease of 2.90 per cent compared with the previous year, and of 3.35 per cent compared with 1876.

The following analytic statement is given, in order to furnish particulars of expenses in comparison with the preceding year:

MAIN STEM.

Statement of the earnings and working expenses for the fiscal years 1877 and 1878, including the Winchester and Potomac, Winchester and Strasburg, the Strasburg and Harrisonburg, the Metropolitan Branch, and the Washington City and Point Lookout Railroads, and the Washington County Railroad for 1877, and for three months to January 1st, 1878:

	1877.	1878.
Earnings	\$8,262,045 29	\$8,563,956 85
Expenses:		
General expenses....	\$125,855 14	\$118,379 00
Losses by accidents, etc	47,185 83	87,860 86
Expenses of transp..	1,668,747 46	1,672,086 17
Repairs of railway...	808,869 21	613,802 16
Repairs of water stations.....	14,982 42	11,087 27
Repairs and construction of depots....	80,048 84	73,522 78
Repairs of bridges...	114,109 85	84,540 01
Repairs and construction of telegraph lines	16,097 79	19,004 84
Repairs of stationary machinery	90,880 97	80,199 17
Watching cuts.....	41,306 32	43,672 68
Watching tunnels...	3,888 23	8,947 12
Watching bridges....	24,149 20	22,581 26
Pumping water.....	28,872 48	25,299 49
Repairs of locomotives	496,172 89	459,649 41
Repairs of passenger cars	226,781 57	198,119 58
Repairs of burden cars, including construction new cars	385,582 55	626,919 86
Cleaning engines and cars	91,187 31	80,893 90
Contingent expenses of the machinery department....	5,098 86	4,688 69
Fuel	312,334 25	275,306 01
Preparing fuel and filling tenders	24,500 70	22,835 72
	\$4,005,151 87	\$4,524,344 98

Earnings more than expenses.....\$3,656 893 42 \$4,039,611 87
Working expenses... 55.73 per ct. 52.83 per ct.

It is shown that the earnings of the Main Stem and the branches stated, in comparison with the fiscal year 1877, have increased \$301,911 56, and the working expenses have decreased \$80,806 89, making a comparative increase in the net profits of \$382,718 45.

The sinking fund for the payment of the loan of the city of Baltimore, which was originally \$5,000,000, increased during the year \$103,487 91, making the payment in advance, and in reduction of that loan, which will mature in 1890, \$2,061,908 91.

The payments for investments on account of the sinking fund, for the redemption of the sterling loans due in 1895, 1902, 1910 and 1927, during the year amounted to \$458,048 51, which, at \$4 84 per pound sterling, make £94,638 2s. 5d.

The principles upon which the sinking funds of the Baltimore and Ohio Railroad Company are based will cause the entire indebtedness with which they are connected to be met, by the period of the maturity of the respective loans, from the annual appropriations made for these funds, together with the interest accruing from their accumulations.

In accordance with the agreement with the city of Baltimore, the third annual payment, namely, \$40,000 of the principal of the bond for one million dollars, given for the purchase of the interest of the city in the Pittsburg and Connellsville Railroad Company has been made, thus reducing this obligation to \$30,000.

The investments for the sinking funds, and the payment of part of the principal of the bond for the purchase of the interest of the city of Baltimore in the Pittsburg and Connellsville Railroad, amount for the fiscal year to \$601,536 42.

Of the mortgage loan payable in 1880, \$120,500 have been anticipated, leaving \$579,500 to be paid. \$790,000 have been paid in anticipation of the loan redeemable in 1885, which was originally \$2,500,000, leaving the remainder of this loan \$1,710,000.

Of the bonds for \$500,000, indorsed by the Baltimore and Ohio Railroad Company, under the contract of July 18, 1864, of the Northwestern Virginia Railroad Company, due in 1885, \$360,000 have been anticipated, reducing the sum unpaid to \$140,000. Upon this road, now known as the Parkersburg Branch, which cost upwards of nine millions of dollars, the \$140,000 stated is the only remaining mortgage indebtedness—the Baltimore and Ohio Company having paid off the entire first and second mortgages, amounting to \$2,500,000, and \$360,000 of the third mortgage, making the aggregate of these payments \$2,860,000.

The following statement shows the payments made and the increments in sinking fund during the fiscal year for account of the respective debts:

Increment of city sinking fund.....	\$103,487 91
Increment of sinking funds for the redemption of the sterling loans due in 1895, 1902, 1910 and 1927.....	458,048 51
Payment on account of the principal of debt to city of Baltimore for the purchase of interest in the Pittsburg and Connellsville Company....	40,000 00
For the Pittsburg and Connellsville sinking fund.....	44,585 43
For the Baltimore and Ohio and Chicago Railroad Companies' sinking fund	40,965 76

Total.....\$687,087 61

The following statement shows the payments made on account of the principal, and the investments for sinking funds on account of the respective debts:

On account of the mortgage loan payable in 1880.....	\$120,500 00
On account of the mortgage loan payable in 1885.....	790,000 00
On account of the bonds of the Northwestern Virginia Railroad Company, for \$500,000, indorsed by Baltimore and Ohio Railroad Company, payable in 1885.....	360,000 00
On account of the loan of the city of Baltimore.....	2,061,908 91
On account of the sterling loan redeemable in 1895.....	854,303 00
On account of the sterling loan redeemable 1902.....	996,313 65
On account of the sterling loan redeemable 1910.....	447,658 10
On account of the sterling loan redeemable 1927	40,965 76
On account of the purchase of the interest of the city of Baltimore in the Pittsburg and Connellsville Railroad Company.....	120,000 00
On account of the sinking fund of the Pittsburg and Connellsville Railroad Company.....	44,585 43

Total

The subjoined statements exhibit the reduction of the indebtedness stated during the fiscal year:

REPORT OF OCTOBER 1, 1877.

Sterling debentures due in 1878, 1880 & 1881.....	\$3,872,030 00
Bills payable.....	2,967,491 67
Obligations maturing Jan. 1, 1878, & loans 1,555,689 08	

Total.....\$8,395,180 73

REPORT OF OCTOBER 1, 1878.

Sterling debentures due in 1880 & 1881	\$2,420,000 00
Bills payable	2,563,302 29
Sterling obligations & loans	2,554,959 33

Total \$7,588,261 62

Showing a reduction during the year of..... \$856,919 11

Add payments on account of the principal of debt, and of the sinking funds during the fiscal year.. 687,087 61

Making \$1,544,006 72

Add payment of cash dividend on November 15, 1877..... 394,326 00

Showing payments and investments for the objects stated, during the year, from the net earnings of the company, of..... \$1,938,882 72

On the first of January, 1878, £350,000 of debentures were paid in London. These debentures were negotiated in January, February and March, 1875, when the premium on gold was 14½ to 17 per cent. In paying this debt an advantage to the company was realized, in consequence of the decline in the premium on gold, of upwards of 12 per cent.

A semi-annual dividend of three per cent upon the capital stock was paid in cash on the fifteenth of November, 1877, and on the fifteenth of May, 1878, a stock dividend was made of four per cent.

In view of the indebtedness incurred by the company having furnished the means to construct the Baltimore Short Line and the Cincinnati and Baltimore railroads, and for the aid of the Marietta and Cincinnati and Pittsburg and Connellsville companies, and other important connecting lines, it was deemed wise to use the net earnings of the road for the reduction of the indebtedness. A dividend of four cent, representing part of these earnings, was therefore declared in stock, and the sum used in the payment of the said indebtedness.

It is shown by the report of the transportation department that the tonnage of through merchandise east and west has been 1,149,499, whilst in the preceding year it was 1,047,645 tons. For 1876 this traffic was 1,093,893 tons; for 1875, 872,101 tons; for 1874, 752,256 tons; for 1873, 640,285 tons; for 1872, 557,609 tons; for 1871, 435,207 tons. 778,211 barrels of flour and 20,639,654 bushels of grain were brought to Baltimore during the fiscal year, being an increase of 186,509 barrels and 4,259,793 bushels, respectively. Of this aggregate of grain 9,365,233 bushels were wheat. The receipts of wheat for the preceding year by the Baltimore and Ohio railroad were 2,500,600 bushels, showing an increase of 6,864,633 bushels, and an increase over 1876 of 8,744,933 bushels.

The receipts of corn for 1875 by the Baltimore and Ohio railroad were 5,591,633 bushels; for 1876, 15,948,107 bushels; for 1877, 13,290,714 bushels, and for 1878, 10,164,285 bushels, showing a decrease of 3,126,429 bushels compared with the preceding year. The decrease in corn arose in a large degree from the fact that the rates during a portion of the year were so low, in consequence of the action of some competing lines, as to cause absolute losses, and at several periods the Baltimore and Ohio company declined to carry this commodity at rates that were not only unremunerative, but which did not repay the actual expenses connected with its transportation. Another reason for this decrease was the diminished crop, caused by damage from protracted rains in the territory traversed by the Baltimore and Ohio road and its connections.

In live stock the traffic has been 182,462 tons; in lumber brought to Baltimore 41,270 tons, and in petroleum 601,907 barrels.

The passenger earnings exhibit a decrease from \$1,384,804 88 in the preceding year to \$1,200,846 72. This reduction was caused by the decrease

of travel compared with that connected with the centennial exhibition for October and November, 1876, the passenger revenue for those two months having been \$397,675 82, whilst for the corresponding months of the present year it is \$205,588 42, showing a decrease of \$192,087 40, being \$28,129 74 more than the decrease for the year.

The coal trade of the Main Stem shows an aggregate of 1,483,076 tons, which includes 353,689 tons for the company's supply, being an increase of 42,811 tons over the preceding year. Of this quantity, that transported for the public, delivered in Baltimore, is 1,057,375 tons, and delivered at local points upon the line 71,712 tons. The protracted depression of manufacturing and steamship interests has continued to affect injuriously the coal trade. During the fiscal year of 1878, 1,363,061 tons of coke and coal were transported on the Pittsburg division, and 216,998 tons of coal on the Trans Ohio divisions. The aggregate of coal and coke thus transported, including all divisions, was 3,063,135 tons, showing an increase for the year of 191,364 tons.

II.—OF THE WASHINGTON BRANCH.

It will be seen by statement E that the earnings were \$276,879 40, showing a decrease, compared with the previous year, of \$30,230 15. The cause of the comparative decrease on the Washington Branch is the same as on the Main Stem, namely, the large travel of October and November, 1876, connecting with the centennial exhibition.

The expenditures charged, according to the system explained in previous annual reports, amount to \$76,850 49, being for improvements and for repairs of railway, depots, water stations and bridges, and for pumping water.

The partial expenditures charged being deducted from the revenue stated, there remained the sum of \$200,028 91, a decrease of net earnings compared with the preceding year, of \$18,650 37.

III.—OF THE PARKERSBURG BRANCH RAILROAD COMPANY.

Statement G of the treasurer shows that the earnings of this road for the fiscal year were \$659,698 77, and the working expenses \$473,675 57, showing net \$186,023 20. The earnings were \$34,020 19 more than in the previous year, whilst the expenses decreased \$36,443 49, showing a net increase compared with the previous year of \$70,463 68.

One thousand two hundred and forty-eight tons of steel and iron rails were used on this road during the year.

(To be continued.)

The Pittsburg Bond Case.

In the Pennsylvania Supreme Court on the 18th inst. Judge Paxson delivered an opinion in the case of the commonwealth ex rel. Henry Wheeler, agent, against the Councils of the City of Pittsburg, in which he holds that the municipality is liable for the \$5,800,000 bonds issued under the Penn Avenue act. The lower court decided that the bonds were not city bonds, and the city could not be held liable for their payment. The Supreme Court reverses this in the following language:

We are all of opinion that the bonds in controversy are the bonds of the city of Pittsburg and a part of its funded debt; that they were issued by lawful authority and for sufficient consideration, and that honor, good faith and the law of the land alike require that the city should provide for their payment. The judgment is reversed, and judgment is now entered for the relator upon the demurrer, and it is further ordered that a writ of peremptory mandamus issue to the Select and Common Council of the city of Pittsburg, commanding said Councils to forthwith make full and ample provision for the payment of all interest now due on said bonds and the interest as it shall become due, and further commanding the said Councils to assign and appropriate out of the rev-

enue derivable from all sources sufficient moneys for the payment of the interest of the funded debt of the city so, as aforesaid, in arrear and to become due, giving preference, if any deficiency should arise, to payment of said interest before payment of the salaries of the city officers and the ordinary current expenses of the city.

Northern Pacific Railroad.

The Northern Pacific Railroad Company will receive proposals up to and including the 17th day of December, 1878, for grading, bridging and completing, ready for the track superstructure, that portion of its line extending from the west bank of the Missouri River, opposite the present terminus of its railroad at Bismarck, to the Yellowstone River, at or near the mouth of Glendive Creek; being a distance of about 200 miles. Separate bids to be made on sections of 25 miles each. The first, or easterly section, to be completed by July 15, 1879; the second section, by Aug. 1, 1879; the third section by Sept. 1, 1879; the fourth section, by Oct. 1, 1879; and the other sections before Jan. 1, 1880. Bids for each section may be either in gross or by measurement. Proposals are also invited for ties, of same size, quality and number per mile as those now being used by this company for renewals of its track superstructure in Minnesota and Dakota; to be delivered for each section on or before the completion of the grading thereon. Maps and profiles of the line may be seen and information obtained at the office of the company, No. 23 Fifth avenue, New York city.

The Trust created by the Pennsylvania Railroad Co. for the purchase of certain securities gives notice that it has been organized, and that offers will be received by the Managers of the Trust for the sale to them of the bonds and shares of other companies, the principal, interest or dividend upon which is guaranteed by the Pennsylvania Railroad Co. The offers are to be addressed to Wistar Morris, Chairman of the Managers of the Trust, at the office of the Pennsylvania Railroad Co. This system is adopted by the Trust so as to give all holders an opportunity to make offers and at the same time prevent them from running prices up above market values, which might be the case were the Trust to announce the intention of buying any particular obligation.

The Georgetown, Leadville and San Juan railroad, with a capital stock of five million dollars divided into fifty thousand shares of one hundred dollars, to run between Georgetown and Leadville, the southern boundary of Colorado, has been incorporated, with Jay Gould, Sidney Dillon and Russell Sage, of this city; Fred. L. Ames, of Boston; W. A. H. Loveland, C. C. Welch and E. L. Berthoud, of Colorado, incorporators. It is designed to continue this route into New Mexico and Arizona.

Operations were commenced on the 5th inst. at Fort Yuma on the extension of the Southern Pacific Railroad from Fort Yuma to Maricopa Wells, a distance of 157 miles. The work will be vigorously pushed. By the time Congress meets it will be well under way, and it is expected that fifty miles will be completed by January. Early in the spring the line will have been laid to Maricopa Wells. Mr. J. Strobridge is Superintendent of the work.

More Coal for the Winter.

At a meeting of the Board of Control, held at the office of the Philadelphia and Reading Railroad Company in Philadelphia on the 16th inst., all interests being represented, it was unanimously agreed to make the entire quota for the year 17,000,000 tons, allowing the several interests to ship their quota in such times of November and December as may best suit their particular requirements. The meeting adjourned to hold its next session in New York. The amount to be shipped by the different interests in the months of November and December is as follows: Philadelphia and Reading Railroad Company, 882,587; Lehigh Valley Railroad Company, 589,596; Central Railroad Company of New Jersey, 488,837; Delaware, Lackawanna and Western Railroad Company, 442,009; Delaware and Hudson Canal Company, 493,642; Pennsylvania Railroad Company, 208,874; Pennsylvania Coal Company, 228,644. Although this amounts to 3,223,989 tons, it is an additional allotment of only 2,200,000 tons over last year's. The general impression was that the market would rapidly absorb the entire amount. The meeting between the representatives of the Lehigh Valley operators and the committee from the Board of Control resulted in nothing save an adjournment. The prevailing opinion was that the present Board of Control would be continued until the 1st of next April, and that in the meantime some other arrangements would be perfected.

Central Pacific Railroad.**LAND AGENT'S REPORT.**

LAND DEPARTMENT, CENTRAL PACIFIC R. R. CO.,
SAN FRANCISCO, CAL., July 1, 1878.

To the President and Directors of the Central Pacific Railroad Company:

GENTLEMEN:—In former reports I have shown that:

The land grant from the United States Government to the Central Pacific Railroad Company of 12,800 acres per mile, for 742 miles, is..... 9,497,600
Deduct for lands previously granted and reserved, say..... 1,500,000

Leaves..... 7,997,600
The land grant to the California and Oregon Railroad of 12,800 acres per mile, for 291 miles, is..... 3,724,800

Total..... 11,722,400

The grant to the C. and O. R. R. Co., provides that where lands are lost to the company by reason of previous grants or reservations, they can be made good from an indemnity grant of ten miles wide on either side of the twenty mile limit, which insures to the railroad company the full amount of land granted. The value of these lands, at the Government minimum price for adjoining lands, \$2 50 per acre, would be..... \$29,806,000

A large portion of this is the choicest agricultural and timber land in the country, and will sell for a much greater price.

The policy of the company and of the trustees under the Land Trust Mortgage has been to sell the farming lands at low prices, and on easy terms of payment, to actual settlers, believing the best interests of the company and the bondholders are promoted by selling in limited quantities to those who will cultivate the soil, and who will own the land they cultivate. By this means an industrious agricultural population is invited, whose improvements and the product of whose labor tend to enhance the value of the unsold lands.

Most of the lands that have been sold were purchased for gold, on a credit of five years; a payment of twenty per cent being made at the time of purchase, the remainder to be paid at the end of the term, with annual interest, payable in advance, on all sums remaining due.

No sales have been made during the past year except for gold.

There were sold prior to October 1st, 1870, 127,637.55 acres, for \$295,065 60, averaging \$2 31 per acre; and up to December 31st, 1877, there has been sold the timber on 6,768.90 acres of land reserved by the Government for mineral, for \$16,161 60; and there has also been received for stumpage \$19,278 25.

Of the lands in the California and Oregon Railroad grant, there were sold prior to the consolidation of that company with the Central Pacific Railroad Company, 9,760.87 acres, for \$18,443 36.

There remained due and unpaid December 31, 1877, on lands sold prior to October 1, 1870, \$4,093 94 coin, and \$120 currency.

Since the execution of the Land Trust mortgage, October 1, 1870, there have been sold to December 31, 1877, 403,751.47 acres of land, for \$2,926,863 31, being an average of \$7 25 per acre—as follows: from October 1, 1870, to December 31, 1872, 122,765.09 acres, for \$484,227 97, averaging \$3 94 per acre; from December 31, 1872, to December 31, 1873, there were sold 58,733.60 acres, for \$410,314 92, being an average of \$7 per acre; from December 31, 1873, to December 31, 1874, there were sold 63,846.99 acres, for \$788,824 26, being an average of \$6 09 per acre; from December 31, 1874, to December 31, 1875, there were sold 29,254.76 acres, for \$163,725 27, averaging about \$5 60 per acre (this includes 160 acres of granite quarry donated to the State); from December 31, 1875, to December 31, 1876, there were sold 36,508.68 acres, for \$275,400 75, averaging about \$7 54 per acre; from December 31, 1876, to December 31, 1877, there were sold 92,647.35 acres, for \$1,203,870 14, averaging about \$12 99 per acre.

There were also received from December 31, 1875, to December 31, 1877, \$6 25 from leases of railroad lands, and \$5,246 06 from stumpage of railroad trust lands.

There has been paid to the trustees under the Land Trust mortgage, up to December 31, 1877, the sum of \$1,894,983 88 coin and currency; deducting \$925 24 discount on currency, leaves a total of \$1,894,058 64 coin.

There remained due and unpaid December 31, 1877, on the lands sold since October 1, 1870, \$1,503,640.19 in coin.

It will be seen from the above statement, that as population increases, the value of the company's lands is gradually advancing. Lands which in 1870, at the time of their conveyance to the trustees under the Land Trust Mortgage were considered worth from \$5 to \$7 per acre, now readily sell for \$10 and \$12 per acre, and lands which at date were considered by intending purchasers as too remote from settlements are now sold without difficulty.

The recent passage by Congress of an act to provide for the sale of timber lands in California, promises to be of much advantage to the company. Heretofore it has been difficult to obtain title to the Government timber lands of our mountains. The necessities of building, fencing and mining, created a large demand for lumber, and this demand has been supplied from the public lands in defiance of law. As a consequence of lawless cutting, the timber lands of the Government have been wasted, the people demoralized, and it has been difficult to obtain recognition that there is any ownership to timber lands. With the passage of this law, containing provisions which permit the purchase and ownership of these lands, the proprietors of saw mills will feel that they are pursuing a legitimate and honorable business. These lands will be purchased and protected, the timber will be economically preserved and used, and the timber lands of the company will be in increased demand at fair prices.

The drought in the southern counties, during

the past year, has turned the tide of emigration to the north, where the annual rains are always more than sufficient to produce crops of the cereals. More than five hundred families have settled on the lands of the company in the counties of Colusa and Tehama during the year. When the northern road shall have been completed from Williams to the Willows, an increased area of valuable farming land will be brought into market.

The so-called desert lands along the Humboldt river, in Nevada, are being rapidly occupied by settlers; they are found to be very productive when water from the river is brought to them. These lands are now being examined in detail and prices fixed upon them, and large sales will be made during the present season. As the State fills up with population and experiments are made, it is found that lands once considered as fit only for grazing, are really valuable for grain and orchards. Ten years since only prairie lands were ploughed for wheat and barley; now the low foot hills bordering the plains are found equally productive.

It will be but a few years when all the lands of the Sierra below an elevation of 3,000 feet, and within reach of transportation by rail, will be filled with homes and planted in grain and fruits. The lands of the Central Pacific Railroad Company may be regarded as among its most valuable assets.

Respectfully,

B. B. REDDING,
Land Agent.

A Virginia Bonanza.

We made some comments last week on the new era in mining industry which has been inaugurated in Virginia by the remarkable developments of the Randolph Mining Company, in which it appeared that a vast bulk of gold ore within easy reach of the pick and the drill gives an average assay value of nearly \$70 per ton.

We have since seen at the office of Mr. J. A. Hoyt, 31 Broad street, a pile of ore amounting to several cartloads, extracted from the auriferous veins running through the property adjoining the Randolph mine and which under the name of the Stringfellow mine is about to be worked by a party of capitalists in this city whose interests are represented by Mr. Hoyt.

All that has been said respecting the value of the Randolph property is equally applicable to the Stringfellow developments, as the same veins run through both, and the ore extracted from the various shafts of the Stringfellow mine, amounting to above a thousand tons, maintains the same unvarying characteristic of a large quantity of free gold interspersed with sulphites assaying above \$1,000 per ton.

Captain J. G. Riley, one of the most eminent mining experts of San Francisco surveyed the property and tested the value of the ore, at the request of Mr. Hoyt. His report is that the vein is of the geological character known as a true fissure which increases in value the lower it is penetrated, that many thousand tons of ore are now exposed and that the lowest milling value of the ore per ton is between \$16 and \$17, exclusive of the sulphites. Captain Riley adds to his remarkably graphic and detailed report that the intrinsic merit of the property ranks it amongst the foremost gold mines of this or any other country. Captain Riley has the reputation of being one of the

most conservative of men in his branch of science and one whose estimate may be accepted without the slightest reservation. Mr. Hoyt has nevertheless reinforced Captain Riley's report by the further examinations and assays of Professor M. H. Stowe and Dr. Endlich of the Smithsonian Institute, both of whom fully confirm the Captain's report in every essential feature and also give as the result of no fewer than twenty-five assays from different points, an average assay value of \$29 per ton. From these independent conclusions it is reasonable to expect that the milling value of the ore as calculated by Captain Riley will be considerably in excess of the \$16 at which he puts it.

Taking the uncovered ore at 50,000 tons and its value per ton at the cautious estimate of \$16, we have an aggregate value of \$800,000 actually in sight, from which 25 per cent has to be deducted for cost of working, leaving a net profit of \$600,000, which may be regarded as a guaranteed return for the preliminary expenditure.

If all mining business were conducted on the principle pursued in this case of not inviting the investments of the public until it is demonstrated beyond peradventure that a certain annual minimum return for their capital is secure, mining investments would stand in far higher estimation. The only speculative element in the Stringfellow and Randolph mines is simply as to how much the actual will exceed the minimum return which the statements of experienced and able mining experts such as the gentlemen mentioned above, give a reasonable certainty of obtaining.

Of course in every business unexpected events occasionally occur which the widest margin will not cover, but as a matter of fact these unforeseen mischances happen less frequently in honestly conducted mining adventures than in any other industry, and where there is integrity in management, the income derived from a good mine is less subject to vicissitude than that arising from any other form of business investment.

Detroit, Grand Haven and Milwaukee Railway.

A complete reorganization of the Detroit and Milwaukee Railway Company was effected at a meeting of the governing powers held at the general office of the company in Detroit, Mich., on the 9th of October. The new corporation will be known as the Detroit, Grand Haven and Milwaukee Railway Company, with a capital of \$1,500,000 issued to the Purchasing Committee appointed under the reorganization scheme, when it was decided to buy in the bonds. The following gentlemen constitute the new board of directors: Samuel Barker, Edward Martin, Francis Pavey, Sir Hugh E. C. Childers, Thomas Wilde, Geo. E. Davies, George Jerome, R. P. Toms. The officers are: President, Samuel Barker, Hamilton; Secretary, James H. Muir, Detroit; General Manager, F. Broughton; Solicitor, George Jerome. The new management will be continued until the bonds are issued and guaranteed by the Great Western Rail-

way Co., and when that shall have been consummated the stock will be transferred to the Great Western. The bonds are to be issued and bear date Nov. 15, 1878. They will be interest-bearing. Some months must elapse before the bonds can be actually delivered, as they will have to be sent to London, England, to receive the official guaranty of the Great Western.

The Plumas Mine.

A typographical error in our comments on this valuable property last week made it appear that of the \$70,000 earned by the company at the date of their last half yearly report only \$4,000 had been applied to dividends. This latter amount should have been stated at \$40,000. Since the date of that report \$30,000 more have been paid to the shareholders out of net profits, the dividend now paying being at the rate of one per cent monthly on the par value of the stock with the prospect of its being largely increased as soon as the new stamps now being erected enable a larger amount of the ore to be utilized. The latest advices received from the mine by Messrs. L. P. Bayne & Co., of 54 Broad st., the New York agents of the company, report that information just received from the Manager, Mr. Bedwell, is to the effect that "Plumas is doing remarkably well," turning out very rich ore.

The amount of ore in sight is estimated at 50,000 tons of an average milling value of \$16 per ton. As the cost of removing and working it is found to be \$4 per ton, an easy calculation shows that a net minimum profit of \$600,000 is available as soon as the mills can work it up, without any further development of the numerous veins which intersect the property.

We note that the mine is stocked at only a million dollars, which in face of these facts appears to be an unreasonable undervaluation, offering a large inducement to investors of small means who would like to increase their income.

The earnings of the Denver and Rio Grande Railway for the second week of November, 1878, were \$27,000, against \$19,232 28 for the second week of November, 1877—an increase of \$6,767 72, or 40.28 per cent. From January 1, to November 14, 1878, the earnings were \$969,565 16, against \$658,925 68 for the corresponding period of the previous year—an increase of \$310,639 48, or 47.14 per cent.

The Receiver of the Ohio and Mississippi Railroad Company will pay the interest on the first mortgage bonds of that company, due 1st of July last, at the company's office in New York on the 30th inst. The amount to be disbursed is about \$230,000.

The receipts of the Brooklyn City Railroad Company for the year ending September 30, 1878, were \$1,494,639 86 and the expenses \$962,368 48, leaving a surplus of \$532,276, which may be used for interest, dividends, &c. The capital stock is \$2,000,000 and the debt \$375,000.

Round Writing

The new ornamental lettering by F. Soenneken, Bonn, of which Messrs. Keuffel & Esser are the publishers, is gaining the general favor although introduced only about a year ago. Thousands of copies have already been sold and several prominent technical and business colleges have commenced to teach it, meeting with favorable success. In Germany and England round writing is used by almost all Engineers, Architects, Lawyers and Merchants, as no other script is so simple and plain, and so well adapted to write matter which is meant to be prominent. Several of our railroads have adopted this script for plans and maps, and before long it will be used in all branches of business.

Practice has proved that a pupil who has but little ability for Calligraphy can learn to write it in fourteen hours or less.



The steel pens specially made for this script have broad nibs and vary in breadth and number to suit the letters required, being from $\frac{1}{8}$ of an inch to one inch in size.



There are also three sizes of steel pens furnished which make a double line producing a shaded letter.

The latest novelty is the writing instrument.

This is a holder arranged to receive on the same line one, two or three small pens and specially adapted for large letters. These instruments are furnished with nine small pens, by the interchange of which a variation of 882 figures can be obtained. Taking in consideration that by this method a great deal of time can be saved by parties who are particular about a legible hand there is no doubt that a complete

success of general introduction is to be expected.

Messrs. Keuffel & Esser have published several pamphlets in relation to the round writing, both for information and explanation. They also furnish for the trade a very attractive show card to draw the attention of customers to it.

The directors of the Third Avenue Railroad Company, recently elected, are: Samuel L. Phillips, Henry Hart, William Remsen, Thurlow Weed, Robert George Remsen, Moses Mitchell, Henry Morrison, Frederick B. Noyes, John M. Samler, Samuel Willets, Lewis Lyon, Maltby G. Lane and George A. Heyl.

The Central Railroad Company of New Jersey adjustment mortgage bonds, amount \$5,550,000, dated May 1, 1878, payable May 1, 1903, interest 7 per cent coupons, payable May 1 and November 1, have been placed on the regular call of the New York Stock Exchange.

CITY PASSENGER RAILROAD SHARE AND BOND LISTS

HORSE PASSENGER RAILROAD SHARE

PASSENGER RAILROAD BONDS

Years ending.	Length of track in miles.	Horse and mules.	Dum.	Car.	CORPORATE TITLES.	Cost of Road and Equipment.	Share Capital.	Indebtedness.		Earnings.		Dividends on paid Capital.	Value of Shares.			COMPANIES.	Amount out-stand- ing.	Inter- est Rate.	Pay- able.	Princi- pal Pay- able.	Matur- ity.
								Bonded Debt.	Floating Debt.	Gross.	Net.		Par.	Full.	Market.						
Sept. 30, '77	11.60	152	32		Albany.....N.Y.	224,448	200,000	79,600		114,219	21,308	6	100	100		Albany: 1st Mortgage.....	79,500	7	J. & J.	1888	
Sept. 30, '77	29.18	492	94		Atlantic Avenue (Bklyn.)...N.Y.	1,262,890	680,200	472,000		288,837	90,486	12	25	25	33	Atlantic (Bklyn) Ave.: 1st Mortgage.....	100,000	7	A. & O.	1881	
Dec. 31, '77	9.81	704	106		Baltimore City (Balt.).....Md.	1,000,000	1,000,000						100	100		1st Mort. (Gr'wood Line).....	100,000	7	A. & O.	1884	
Sept. 30, '77	8.21	361	97		Bleeker st. & F.F. (N.Y.C.)...N.Y.	1,514,218	900,000	697,000	131,219	291,065	61,519	7	100	100		Consolidated Mortgage.....	284,000	7	J. & J.	1885	
Sept. 30, '77	5.82				Boston and Chelsea.....Mass.	110,000	110,000			8,800	7,823	7	100	100	35	Bleeker St. & Fulton Ferry: 1st Mortgage.....	697,000	7	J. & J.	1900	
Sept. 30, '77	12.71	311	67		Broadway (Brooklyn).....N.Y.	486,619	200,000	200,000	33,308	204,766	58,532	12	100	100		Broadway (Brooklyn): 1st Mortgage.....	200,000	7	J. & D.	1882	
Sept. 30, '77	16.98	1201	142		B'way & 7th Av. (N.Y.C.)...N.Y.	3,991,291	2,100,000	1,500,000	260,122	990,566	346,497	94	100	100		Broadway and 7th Avenue: 1st Mortgage.....	500,000	7	J. & D.	1884	
Sept. 30, '77	0.77	9 D.	31		Brooklyn, Bath & Coney I.N.Y.	290,341	80,000	80,000	210,341	58,338	17,251	14	10	10		Brooklyn, Bath & Coney I.: 1st Mortgage.....	80,000	7	J. & J.	1892	
Sept. 30, '77	91.17	2011	441		Brooklyn City.....N.Y.	2,490,178	2,600,000	880,000	60,000	1,466,317	328,823		100	100		Brooklyn City: 1st Mortgage.....	300,000	7	M. & N.	1880	
Sept. 30, '77	22.50	238	67		Brooklyn City & Newtown.N.Y.	597,517	600,000	400,000	107,801	188,022	63,291	6	100	100		Brooklyn City & Newtown: 1st Mortgage.....	400,000	7	J. & D.	1879	
Sept. 30, '77	19.94	217	61		Brooklyn, Cross-Town.....N.Y.	728,911	900,000	900,000	7,219	178,791	51,712		100	100		Brooklyn Cross-Town: 1st Mortgage.....	300,000	7	J. & J.	1888	
Sept. 30, '77	19.31	129	61		Buffalo East Side.....N.Y.	441,718	28,000	290,000	102,922	74,147	25,710		100	100		Buffalo East Side: 1st Mortgage.....	300,000	7	J. & J.	1894	
Sept. 30, '77	17.14	271	63		Buffalo street (Brooklyn).....N.Y.	699,412	100,000	600,000	93,110	194,544	58,290		100	100		Buffalo Street: 1st Mortgage.....	600,000	7	M. & N.	1893	
Sept. 30, '77	14.79	322	64		Bushwick (Brooklyn).....N.Y.	602,436	300,000	300,000	937	193,261	35,171	9	100	100		Bushwick: 1st Mortgage.....	200,000	7	J. & J.	1889	
Sept. 30, '77	83.08				Cambridge (Boston).....Mass.	875,000	875,000	150,000		81,750	81,750		100	100		Cambridge (Boston): 1st Mortgage, guar.....	150,000	6	J. & J.	1881	
Sept. 30, '77	4.98	142	50		Central Cross-Town N. Y. City.	849,000	600,000	240,000	17,209	100,891	25,101	24	100	100		Central Cross-town (N.Y.C.): 1st Mortgage.....	240,000	7	M. & N.	1904	
Sept. 30, '77	24.08	1201	187		Con. P. N. & E.R. (N.Y.C.)...N.Y.	2,036,942	1,688,000	1,200,000		742,929	139,210		100	100		Central Park, N. & E. River 1st Mortgage, consol.	200,000	7	J. & D.	1902	
Sept. 30, '77	8.59	87	29		Christopher & Tenth st. N.Y. C.	680,000	680,000			94,912	11,013		100	100		Coney Island & Brooklyn: 1st Mortgage.....	307,000	7	J. & J.	1891	
Oct. 31, '77	9.60	400	64		Citizens (Phila.).....Pa.	295,219	192,750			404,466	175,944	25	50	191		D. Dock, E. Bdw. & Battery: 1st Mortgage (Consol.)....	900,000	7	J. & D.	1893	
Oct. 31, '77					Citizens (Pittsburg).....Pa.	176,782	184,000	37,800	4,000	158,271	62,284	25	50	184		Eighth Avenue (N. Y.): 1st Mortgage.....	203,000	7	J. & J.	1884	
Sept. 30, '77	15.80	288	30		Coney Island & Brooklyn.N.Y.	791,208	800,000	307,000	36,501	182,698	31,318	7	100	100		42d st. & G'd st. Ferry (N.Y.): 1st Mortgage.....	236,000	7	A. & O.	1893	
Sept. 30, '77	11.26	792	126		Dry Dock, E.R. & B. (N.Y.C.)...N.Y.	1,215,026	1,200,000	915,500		698,802	174,583	12	100	100		Frankford and Southwark: 2d Mortgage.....	102,000	7	J. & J.	1877	
Sept. 30, '77	10.73	1217	131		Elizth Avenue (N.Y. City) N.Y.	1,898,702	1,090,000	208,000	95,250	767,479	168,788	2	100	100		Germantown: 2d mortgage.....	73,000	7	J. & D.	1881	
Dec. 31, '77	7.22	92	21		Elizabeth and Newark.....N. J.	281,311	232,725		38,398	39,761	9,429	4	25	25		Grand St. & Newtown: 1st Mortgage.....	150,000	7	A. & O.	1887	
Oct. 31, '77	6.10	104	20		Federal St. & Pl. Val. (Phg.) Pa.	138,180	100,000	75,000		60,190	15,178	10	100	100		Grand St. P. P. & Flatbush: 1st Mortgage.....	203,000	7	J. & J.	1891	
Sept. 30, '77	10.26	467	56		42d st. & Gr'd st. F. (N.Y.C.)...N.Y.	1,064,679	748,000	236,000	61,439	317,455	85,746	9	50	50	93	Green and Coates: 1st Mortgage.....	100,000	7	J. & J.	1878	
Oct. 31, '77	22.86	572	76		Frankford & Southwark (Ph.) Pa.	663,887	600,000	202,500		648,936	167,027	234	50	19	50	Harl. Br. Morris' & Fordh.: 1st Mortgage.....	146,000	7	J. & J.	1883	
Oct. 31, '77	44.00	681	126		Germantown (Phila.).....Pa.	949,004	572,800	73,000	160,000	683,495	227,866	234	50	19	50	Hous. W. St. & Pavonia F.: 1st Mortgage.....	500,000	7	J. & J.	1894	
Sept. 30, '77	12.00	177	35		Gr'd st. & Newtown (Bk'n) N.Y.	391,216	170,000	150,000		93,716	18,972		100	100		Hestonv, Mantua & Fairm.: 1st Mortgage.....	300,000	7	J. & D.	90-95	
Sept. 30, '77	8.60	162	38		Gr'd St. Prosp. Pk. & Flatb. N.Y.	478,211	200,000	200,000	102,016	51,519	9,811	234	50	15	504	Highland (Boston): 1st Mortgage.....	115,000	7	F. & A.	1883	
Oct. 31, '77	7.25	273	42		Green and Coates st. (Phila.) Pa.	244,441	150,000	100,000		206,298	41,089		100	100		Metropolitan (Boston): 1st Mortgage.....	500,000	7	J. & J.	1885 104	
Sept. 30, '77	12.51	137	24		Harlem, Br. Mort. & F'dham. N.Y.	291,308	299,100	145,000		87,109	13,591		100	100		1st Mortgage.....	200,000	6	J. & J.	1897 102	
Sept. 30, '77	11.85	337	48		Hous. W. St. & Pavonia Fy. N.Y.	300,000	238,750	478,000		208,391	36,111		100	100		1st Mortgage sinking fund.....	127,500	6	M. & S.	1897	
Oct. 31, '77	22.00	746	92		Heat, Mant. & F'mount (Ph.) Pa.	656,484	299,881	300,000	161,127	674,311	17,765	7	100	100		2d Mortgage.....	169,500	6	A. & O.	80-4	
Sept. 30, '77	10.33	614	85		Highland (Boston).....Mass.	450,976	360,000	200,000	135,984	247,630	28,670	7	100	100	1081	3d Mortgage.....	150,000	8	F. & A.	1885 111	
Sept. 30, '77	10.76	62	21		Jamaica, Woodh'n & Bklyn N.Y.	100,000	100,000			20,307	7,722		100	100		Ninth Avenue (N. Y.): 1st Mortgage.....	207,000	7	J. & J.	1889	
Oct. 31, '77	8.00	160	48		Lombard and South st. (Ph.) Pa.	270,594	125,000	62,500		101,264	20,907	4	50	15	10	Orange and Newark: 1st Mortgage.....	200,000	7	J. & J.	1881	
Sept. 30, '77	8.00	48	12		Long Island City Shore.....N. Y.	176,312	75,000	180,000	16,201	30,101	7,208		100	100		2d Mortgage.....	500,000	7	J. & J.	1886	
Sept. 30, '77	5.00	58	38		Lowell Street.....Mass.	108,211	98,100			16,344	28,891	3,808		100	100		Philadelphia City: 1st Mortgage.....	200,000	6	J. & J.	1881
Sept. 30, '77	10.28	218	32		Lynn and Boston.....Mass.	250,135	200,000	50,000	13,317	139,968	15,978	7	100	100		Debenture Bonds.....	100,000	7	M. & S.	1895	
Sept. 30, '77	2.08	16	8		Lynn City.....Mass.	82,113	18,000	10,298		14,082	3,161	7	100	100		Philadelphia and Darby: 1st Mortgage.....	100,000	7	M. & N.	1887	
Sept. 30, '77	8.83				Malden and Melrose.....Mass.	180,500	165,500	1,000		3,500	3,500		100	100		Pittab. Allegheny & Man.: 1st Mortgage.....	100,000	8	J. & J.	1891	
Sept. 30, '77	6.14	60	12		Merrimack Valley Street.....Mass.	84,312	50,000			32,924	3,264		100	100		Prospect ark & Coney I.: 1st Mortgage.....	500,000	7	M. & N.	1894	
Sept. 30, '77	25.72	1848	421		Metropolitan (Boston).....Mass.	2,927,544	1,600,000	938,442	261,880	1,190,079	249,277	8	100	100		Second Avenue (N. Y.): 1st Mortgage.....	150,000	7	A. & O.	1885	
Sept. 30, '77	11.00	337	97		Middlesex (Boston).....Mass.	708,561	400,000	413,500	114,945	283,820	68,529	6	100	100	92	Consol. Mortgage, convl.....	500,000	7	M. & N.	1888	
Sept. 30, '77	1.29	64	49		Naumkeag.....Mass.	46,622	70,000	65,900	42,681	50,948	16,943		100	100		2d Mortgage (Extension).....	200,000	7	A. & O.	1883	
Dec. 31, '77	6.00	41	8		Newark and Bloomfield.....N. J.	239,712	191,350	59,000	25,200	67,991	13,929		100	100		1st Mortgage.....	83,000	7	J. & J.	1878	
Sept. 30, '7																					

NATIONAL AND STATE SECURITIES.

Interest.							Interest.						
		Amounts outstanding.	Rate.	Payable.	When Payable.	Market Price.			Amounts outstanding.	Rate.	Payable.	When Payable.	Market Price.
National Securities, Nov. 1, 1878.													
Loan of June 14, 1868.....registered	\$260,000	5	Jan. & July.	1874	109	109	Massachusetts—(\$33,220,464):						
Loan of February 8, 1861.....registered	13,918,000	6	Jan. & July.	1880	109	109	.. Back Bay Land bonds, 1861 and 1862...	\$200,000	5	May & Nov.	1880	109	109
.. coupon	4,467,000	6	"	1880	109	109	.. Coast Defense Loan, 1863.....	838,000	5	Jan. & July.	1883	109	109
Oregon War Bonds of March 2, 1861.....coupon	945,000	6	Jan. & July.	1881	109	109	.. War Paul Loan, 1869.....	999,944	5	"	1880	109	109
Loan of July 17, and Aug. 5, 1861.....registered	128,613,200	6	Jan. & July.	1881	109	109	.. Southern Vermont R. R. bonds, 1860.....	200,000	5	April & Oct.	1880	109	109
.. coupon	60,708,150	6	"	1881	109	109	.. Troy & Greenfield R. R. bonds, '53 to '63	4,473,080	5	"	'82-'94	109	109
Loan of March 3, 1863.....registered	54,983,350	6	Jan. & July.	1881	109	109	.. Troy & Greenfield R. R. bonds, 1871 to '81	9,464,892	5	Jan. & July.	'91-'96	109	109
.. coupon	20,106,650	6	"	1881	109	109	.. B. H. & Erie R. R. Loan, 1868 and 1869	3,599,024	5	"	1880	109	109
Loan of March 3, 1865:							.. Bounty Fund bonds, 1864.....	3,580,241	5	May & Nov.	1894	109	109
2d series.....(5-20s).....registered	34,920,700	6	Jan. & July.	1885	103	103	.. State Institution bonds, 1874 to 1877...	3,892,280	5	Various	'94-'97	110	110
2d series.....(5-20s).....coupon	29,715,500	6	"	1885	103	103	.. Harbor Improv. (5-20) bonds, 1874 & '76	700,000	5	Jan. & July.	'94-'94	104	104
3d series.....(5-20s).....registered	111,534,800	6	Jan. & July.	1887	109	109	Michigan—(\$1,391,150):						
3d series.....(5-20s).....coupon	199,079,300	6	"	1887	109	109	.. Renewal Loan bonds, 1858.....	101,000	6	Jan. and July.	1878	102	102
4th series.....(5-20s).....registered	16,078,000	6	Jan. & July.	1888	109	109	.. Two Million Loan bonds, 1863.....	872,000	1	"	'78-'82	106	106
4th series.....(5-20s).....coupon	21,387,300	6	"	1888	109	109	.. Was. Bounty Loan bonds, 1865.....	357,000	7	May & Nov.	1890	112	112
Loan of March 3, 1864.....(10-40s).....registered	144,280,900	5	Mar. & Sept.	1904	107	107	Minnesota—(\$400,000):						
.. coupon	50,285,500	5	"	1904	107	107	.. State Building Loan bonds, 1859 & 1869	150,000	7	Jan. & July.	'78-'78	100	100
Consols of July 14, '70 & Jan. 20, '71.....registered	244,196,100	5	F. M. A. & N.	1881	105	105	.. State Building Loan bonds, 1873	250,000	7	"	'83-'83	100	100
.. coupon	254,744,750	5	"	1881	105	105	.. Railroad Aid bonds, 1868, (repudiated).	2,275,000	7	June and Dec.	1887	100	100
Funded Loan of 1891.....registered	151,549,400	4	M. J. S. & D.	1891	104	104	Missouri—(\$20,248,000):						
.. coupon	85,450,600	4	"	1891	104	104	.. State Debt Proper, 1865 and 1866	439,000	6	Jan. & July.	1883	103	103
Funded Loan of 1907.....registered	111,053,100	4	J. A. J. & O.	1907	100	100	.. Consolidation bonds, 1868.....	2,727,000	6	"	1 38	105	105
.. coupon	49,441,900	4	"	1907	100	100	.. State Institutions, etc. bonds, 1872 to '74	505,000	6	"	'92-'94	105	105
Debt matured and without interest.....(var.)	15,026,370	3	"	Due	100	100	.. Funding Bonds, 1874.....	1,000,000	6	"	1894	100	100
Navy Pension Fund of July 23, 1868.....(cur.)	14,000,000	3	"	Irred.	100	100	.. R. new bonds 5-20s, 1875 and 1876	3,465,000	6	"	'94-'94	100	100
Pacific R. R. Bonds (registered).....(currency)	64,623,512	6	Jan. & July.	'95-'99	121	121	.. Railroad Loan bonds, 1853-'66	8,124,000	6	"	'78-'82	100	100
United States Notes.....	346,743,031	nd	"	"	"	"	.. Han. & St. Joseph R. R. Loan bonds	1,500,000	6	"	1887	100	100
Fractional Currency.....	16,211,193	"	"	"	"	"	.. Han. & St. J. R. R. Loan extended	1,500,000	6	"	1896	100	100
Coin certificates, act of Mar. 3, 1863.....	32,803,000	"	"	"	"	"	Nebraska—(\$566,399):						
State Securities, latest dates.													
Alabama—(\$13,301,000):							.. State bonds, 1877.....	364,399	8	April & Oct.	1897	100	100
.. Substitution (A) bonds; 1876.....	7,000,000	2	Jan. & July.	1906	100	100	Nevada—(\$900,000):						
.. Substitution (B) bonds; 1876.....	594,000	5	"	1906	100	100	.. Funding Bonds, 1871.....	100,000	var	Various	'81-'82	100	100
.. Substitution (C) bonds; 1876.....	1,000,000	2	"	1906	100	100	.. Territorial bonds, 1877.....	800,000	94	Mar. & Sept.	1887	100	100
.. Funded obligations, 1874.....	1,000,000	8	"	1884	100	100	New Hampshire—(\$8,519,100):						
.. Railroad obligations (not provided for).	3,701,000	8	"	'86-'93	20	20	.. War Loan Bonds, 1864.....	600,000	6	Mar. & Sept.	'84-'86	100	100
Arkansas—(\$10,369,300):							.. Renewal bonds, 1873.....	500,000	6	Jan. & July.	'78-'82	100	100
.. Funding bonds, 1869.....	2,985,000	6	Jan. & July.	1879	20	20	.. Municipal War Loan bonds, 1872.....	2,206,100	6	"	'92-'94	113	113
.. State bonds, 1874.....	270,300	10	"	1884	100	100	New Jersey—(\$2,196,300):						
.. State bonds, 1875.....	1,000,000	6	"	1905	100	100	.. War Loan (tax free) bonds, 1861.....	700,000	6	"	'78-'84	100	100
.. Railroad Aid bonds, 1868.....	5,350,000	7	April & Oct.	1904	4	4	.. War Loan (tax free) bonds, 1863.....	900,000	6	"	'86-'96	100	100
California—(\$3,411,000):							.. War Loan (taxable) bonds, 1864.....	505,400	6	"	'97-'02	100	100
.. Soldiers Relief bonds, 1863, gold.....	95,500	7	Jan. & July.	1883	100	100	New York—(\$9,986,000):						
.. State Capitol bonds, 1870 & 1872, gold.....	500,000	7	"	1885	100	100	.. General Fund bonds, 1843.....	800,000	6	"	1873	100	100
.. Funded Debt bonds, 1873, gold.....	2,801,000	6	"	1893	100	100	.. Canal Debt, 1872.....	1,582,200	6	"	1887	114	114
Connecticut—(\$5,014,500):							.. Canal Debt, 1873.....	847,500	6	"	1883	115	115
.. War Loan bonds (10-20 yrs), 1861.....	509,400	6	Jan. & July.	1881	100	100	.. Canal Debt, 1873.....	4,302,800	6	"	1891	122	122
.. War Loan bonds (20 yrs), 1862 and '64.....	2,195,500	6	"	'83-'84	107	107	.. Canal Debt, 1874.....	2,000,000	6	"	1892	122	122
.. War Loan bonds (10-30 yrs), 1864.....	568,500	6	April & Oct.	1894	100	100	.. Canal Debt, 1875.....	473,000	6	April & Oct.	1893	125	125
.. War Loan bonds (20 yrs), tax free, 1865.....	1,741,100	6	"	1885	100	100	North Carolina—(\$28,419,045):						
Delaware—(\$1,231,000):							.. Railroad and Improvement (old) bonds	4,738,800	6	Jan. & July.	'88-'96	10	10
.. State bonds to railroads, etc.....	1,231,000	6	Jan. & July.	'78-'89	100	100	.. Railroad and Improvement (old) bonds	3,639,400	6	April & Oct.	'88-'96	10	10
District of Columbia—(\$18,123,541):							.. Railroad and Improvement (new) bonds	2,383,000	6	Jan. & July.	'88-'96	9	9
.. Improvement (gold) bonds, 1872.....	4,000,000	6	Jan. & July.	1891	100	100	.. Railroad and Improvement (new) bonds	1,095,000	6	April & Oct.	'88-'96	9	9
.. Improvement (cur.) bonds, 1873.....	670,300	7	"	1891	100	100	.. Funding (new) bonds, 1866.....	2,417,400	6	Jan. & July.	1900	9	9
.. Funding bonds, 1874, (guar. by U. S.).....	13,743,250	3.5	Feb. & Aug.	1924	77	77	.. Funding (new) bonds, 1868.....	1,711,400	6	April & Oct.	1899	9	9
.. Water Stock bonds, coupon, 1871 to '73	4,100,000	7	Jan. & July.	1908	100	100	.. Special Tax bonds, 1868-69.....	11,407,000	6	"	'95-'99	2	2
.. Washington Funding, gold, 1872.....	1,810,300	6	Various	1892	100	100	Ohio—(\$6,479,505):						
Florida—(\$5,149,400):							.. Registered (sinking fund), Loan, 1864.....	4,372,640	6	Jan. & July.	1881	104	104
.. Sinking Fund bonds, 1871.....	350,000	7	Jan. & July.	1891	100	100	.. Registered (sinking fund) Loan, 1866.....	2,404,165	6	"	1886	106	106
.. Consolidated S. F. (gold) bonds, 1873.....	899,400	6	"	1905	100	100	Oregon—(\$317,491):						
.. Railroad Loan bonds, 1870, gold.....	4,000,000	8	Feb. & Aug.	1890	100	100	.. Bounty Loan bonds, 1864.....	25,500	7	"	1884	100	100
Georgia—(\$11,109,500):							.. Modoc War Loan bonds, 1876.....	130,991	7	"	1880	100	100
.. Atl. & Gulf R. R. bonds, 1856.....	900,000	6	Jan. & July.	'78-'86	103	103	.. Willamette Canal and Lock bonds, 1870	160,000	7	"	1880	100	100
.. W. & A. R. R. Renewal bonds, 1866.....	3,600,000	7	"	1886	103	103	Pennsylvania—(\$22,644,450):						
.. Gold bonds, 1870.....	2,098,000	7	J. A. J. & O.	1880	107	107	.. Inclined Plane Loan, 1849, gold.....	400,000	6	"	1879	100	100
.. State bonds, 1872.....	307,500	7	Jan. & July.	1892	100	100	.. Coup. and Reg. Loan bonds, 1852, gold.....	395,000	6	"	1882	100	100
.. Funding bonds, 1873.....	900,000	8	April & Oct.	'78-'86	100	100	.. Coup. & Reg. Loan bonds, 1852, gold.....	273,000	6	Feb. & Aug.	1879	100	100
.. Funded bonds, 1876.....	542,000	7	Jan. & July.	1895	109	109	.. Coupon Loan, 1852, gold.....	87,000	4	Jan. & July.	1882	100	100
.. Exchanged for endorsed bonds, 1876.....	2,298,000	6	"	1889	100	100	.. Stock Loan, Feb. 2, '67, cou. & reg. Ser. 2	3,923,250	6	Feb. & Aug.	'77-'86	105	105
Illinois—(\$709,300):							.. Stock Loan, Feb. 2, '67, cou. & reg. Ser. 3	9,618,850	6	"	'82-'92	111	111
.. Refunded Stock bonds, 1859.....	224,000	6	Jan. & July.	1880	102	102	.. Stock Loan, Feb. 2, 1867, registered.....	738,850	6	"	'82-'92	100	100
.. Thornton Loan bonds.....	80,000	6	Mar. & Sept.	1880	102	102	.. Agricultural College Land Scrip, 1872.....	500,000	6	April & Oct.	1899	100	100
.. War Loan bonds, 18													

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atchison, Top. & San. Fe:													
1875.....	68,659	78,410	104,051	112,474	107,644	104,437	113,450	152,215	147,552	199,926	178,953	152,584	1,520,359
1876.....	117,417	144,132	180,246	197,996	219,370	186,641	198,851	248,138	265,593	297,958	225,793	204,447	2,486,589
1877.....	134,854	136,350	189,130	200,681	189,915	185,731	187,142	255,572	281,414	342,822	335,078	246,778	2,679,102
1878.....	174,598	184,885	306,000	290,500	291,500	251,000	330,000	467,000	421,000	445,000	.....	.....	.....
Burlington, Cedar Rapids and Northern:													
1877.....	73,964	68,094	73,194	72,435	71,605	69,357	73,309	113,625	194,226	171,533	138,955	129,554	1,249,860
1878.....	165,411	147,196	125,141	115,277	139,490	101,014	95,007	104,444	138,897	141,619	.....	.....	.....
Central Pacific:													
1875.....	963,933	906,159	1,136,263	1,366,984	1,798,469	1,738,370	1,536,225	1,553,014	1,567,622	1,615,974	1,513,836	1,338,209	17,021,016
1876.....	994,339	1,017,204	1,184,683	1,427,035	1,757,415	1,646,270	1,541,323	1,696,154	1,871,876	1,888,066	1,675,532	1,424,317	18,146,944
1877.....	1,170,615	945,171	1,245,373	1,438,659	1,554,652	1,484,232	1,391,867	1,362,000	1,441,293	1,806,382	1,597,000	1,347,000	16,676,107
1878.....	1,126,000	974,000	1,224,410	1,510,000	1,574,000	1,460,000	1,517,000	1,706,000	1,831,000	1,834,000	.....	.....	.....
Chicago and Alton:													
1875.....	319,928	328,219	363,637	367,956	351,004	382,233	387,445	411,960	490,283	489,019	395,779	369,311	4,656,764
1876.....	305,597	346,850	355,537	364,000	423,645	451,083	403,671	510,795	524,244	532,868	367,898	374,351	4,960,529
1877.....	351,608	325,047	345,454	339,395	311,266	358,992	305,927	491,728	480,933	445,597	391,616	316,799	4,464,343
1878.....	316,711	298,966	357,297	335,999	357,365	349,505	435,256	563,723	447,125	480,869	.....	.....	.....
Chicago and Northwestern:													
1875.....	825,469	671,784	970,064	1,024,389	1,164,459	1,052,890	1,257,892	1,098,634	1,206,806	1,409,169	1,196,333	933,339	12,811,227
1876.....	808,842	854,627	944,450	919,978	1,090,752	1,263,087	1,035,524	1,204,715	1,204,072	1,433,957	1,144,319	926,852	12,631,174
1877.....	730,602	722,367	812,080	867,603	940,978	928,885	934,888	1,141,310	1,559,366	1,471,214	1,138,119	1,287,748	12,176,162
1878.....	997,780	1,004,194	954,864	1,138,474	1,346,003	.....	.....	.....	1,315,796	1,566,858	.....	.....	.....
Chicago, Burl. & Quincy:													
1877.....	876,835	871,768	898,065	960,198	917,447	957,734	829,300	1,330,248	1,363,310	.....	.....	.....	.....
1878.....	1,045,467	911,150	1,169,831	1,118,736	1,275,516	897,090	946,427	1,632,207	1,382,123	.....	.....	.....	.....
Chicago, Mil. & St. Paul:													
1875.....	466,101	323,273	502,765	639,669	718,465	742,169	842,395	630,516	741,206	974,263	937,030	747,893	8,255,744
1876.....	527,546	517,112	567,644	650,961	819,562	877,693	685,270	569,775	645,831	817,259	765,230	610,288	8,054,171
1877.....	403,982	468,570	514,783	607,141	588,223	555,610	677,050	1,178,999	1,183,134	892,027	669,921	8,114,894	.....
1878.....	706,000	668,000	663,000	785,000	799,000	636,000	648,000	523,000	677,000	823,000	.....	.....	.....
Clev., Col., Cin. & Ind.:													
1875.....	277,140	255,239	301,665	304,424	303,689	285,947	291,386	306,105	383,550	364,738	367,295	333,038	3,774,217
1876.....	296,258	329,321	299,675	297,526	315,950	320,783	263,177	335,895	367,601	333,298	282,631	234,343	3,676,458
1877.....	229,358	252,245	257,314	292,778	291,483	257,131	226,990	355,271	321,367	335,975	297,056	287,458	3,434,356
Denver and Rio Grande:													
1877.....	43,270	40,182	49,944	51,400	68,052	57,502	74,276	84,572	78,737	83,157	.....	.....	.....
1878.....	60,015	55,065	64,300	80,927	87,005	90,350	121,574	120,651	112,610	122,863	.....	.....	.....
Hannibal & St. Joseph:													
1875.....	94,532	116,286	138,779	147,439	125,890	122,455	113,131	153,068	154,634	173,911	169,639	151,709	1,661,473
1876.....	142,968	156,111	174,335	148,573	141,289	141,426	138,087	171,381	187,575	188,976	178,401	158,812	1,927,933
1877.....	122,796	132,961	157,217	186,966	162,719	165,449	129,781	184,210	211,917	220,000	174,749	136,492	2,014,867
1878.....	132,148	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1874.....	523,998	517,674	561,793	586,962	672,234	692,416	627,454	711,969	758,536	838,307	668,943	680,435	7,900,721
1875.....	591,031	491,681	595,519	610,469	604,881	602,505	715,899	613,446	718,101	816,508	773,092	679,434	7,802,556
1876.....	553,574	577,702	580,004	530,269	606,134	666,125	494,529	600,179	616,292	707,988	575,306	532,867	7,040,969
1877.....	460,556	459,123	477,103	430,557	464,523	482,162	474,086	666,609	791,512	791,912	597,060	544,543	6,639,845
1878.....	592,680	500,027	542,471	523,352	594,168	536,110	589,863	660,697	615,629	632,236	.....	.....	.....
Kansas Pacific:													
1877.....	180,240	181,094	230,284	258,198	250,507	253,652	274,362	304,842	346,661	395,361	.....	.....	.....
1878.....	198,640	172,995	275,282	279,468	281,491	223,523	291,634	390,993	403,307	448,514	.....	.....	.....
Lake Shore & Mich. South'n:													
1874.....	1,569,750	1,363,355	1,491,280	1,518,122	1,373,678	1,335,319	1,225,831	1,414,819	1,532,602	1,589,497	1,335,892	1,365,986	17,146,131
1875.....	1,037,518	1,037,518	1,287,841	1,275,664	1,100,142	1,055,699	1,079,808	1,178,324	1,306,826	1,392,487	1,275,955	1,280,371	14,434,199
1876.....	1,097,272	1,095,529	1,193,734	1,179,898	1,178,639	1,142,228	1,020,615	1,197,992	1,350,984	1,318,194	1,122,314	1,051,777	13,949,177
1877.....	885,943	980,970	1,192,163	1,181,478	1,153,821	1,066,795	788,380	1,226,875	1,287,878	1,364,595	1,146,761	1,229,502	13,505,159
Michigan Central:													
1877.....	464,052	512,472	534,213	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1878.....	543,877	510,136	578,432	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Mo., Kan. & Texas:													
1876.....	256,459	254,722	245,814	214,788	212,928	233,126	224,308	294,361	324,144	335,275	324,856	296,466	3,217,277
1877.....	237,032	235,308	247,505	221,656	231,307	258,123	253,125	323,347	307,179	329,531	274,184	256,021	3,174,320
1878.....	217,029	181,118	236,546	206,736	206,757	207,514	219,926	294,935	330,235	349,696	.....	.....	.....
Missouri Pacific:													
1877.....	265,903	265,339	330,120	332,169	.....	.....	.....	.....	.....	.....	.....	.....	.....
1878.....	294,911	279,866	362,772	334,535	.....	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1874.....	683,128	737,381	1,190,328	1,321,509	1,433,450	1,373,229	895,453	1,066,632	1,468,807	1,857,429	1,375,639	958,136	14,361,121
1875.....	447,172	417,644	575,740	650,270	689,193	917,514	1,555,974	1,631,339	1,656,258	1,722,954	1,438,733	938,030	11,240,921
1876.....	619,631	553,201	696,430	1,323,978	1,312,267	970,456	923,449	1,110,772	1,227,469	1,386,199	1,166,628	793,106	12,082,586
1877.....	711,730	673,036	851,991	1,160,838	1,151,795	1,027,314	917,328	1,248,716	1,331,582	1,330,857	934,658	1,206,434	12,556,239
1878.....	610,768	482,238	658,991	903,765	1,101,497	1,267,874	854,164	1,217,543	674,113	1,205,373	.....	.....	.....
St. Louis, I. Mt. & South'n:													
1876.....	327,190	312,116	295,000	273,002	264,900	252,643	252,821	274,160	354,914	437,901	450,332	486,300	3,980,581
1877.....	377,203	352,407	350,778	287,903	283,686	274,164	277,320	374,165	421,605	510,812	452,946	522,108	4,496,217
1878.....	389,400	341,900	349,900	287,200	270,329	253,600	290,200	359,100	416,800	577,200	.....	.....	.....
St. Louis, Kans. C. & North'n:													
1875.....	212,506	192,946	245,495	217,246	191,903	175,789	151,813	248,655	243,695	260,363	235,176	268,246	2,643,833
1876.....	246,099	282,879	271,230	236,237	236,082	229,338	218,479	255,895	232,990	328,724	282,511	264,059	3,143,666
1877.....	240,316	232,761	277,943	264,080	227,178	171,856	193,928	302,026	321,180	347,940	313,176	249,637	3,147,173
1878.....	264,289	234,661	299,826	248,582	258,132	205,733	237,829	309,103	321,362	347,172	.....	.....	.....
Toledo, Peoria and Warsaw:													
1875.....	71,437	61,809	72,805	74,809	70,592	77,963	89,402	113,018	123,894	127,16			

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Adirondack:							Blue Ridge, (S. Car.):						
1st Mortgage.....	\$40,000	7	Jan. & July.	New York.	1886	....	1st Mort., guar. by State (gold) ..	4,000,000	7*	Jan. & July.	Charleston.	1886	....
Alabama and Chattanooga:							Boston and Albany:						
1st Mortgage, guar. by Ala.....	5,200,000	8*	Jan. & July.	New York.	1889	....	1st Mort., guar. by State (gold) ..	4,000,000	7	Feb. and Aug.	Boston.	1886	116
Receiver's Bonds.....	1,200,000	7	.....	"	.....	....	Loan of 1875.....	2,000,000	6	Jan. & July.	"	1891	108
Alabama and Georgia:							Boston, Clinton and Fitchburg:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....	1st Mortgage (Agricultural Br.)..	400,000	6	Jan. & July.	Boston.	1884	81
Alabama Central:							1st Mortgage (Equalization).....	300,000	7	"	"	1889	92
1st Mortgage.....	1,600,000	8	Jan. & July.	New York.	1901	....	1st Mortgage (Consolidation)....	252,000	7	"	"	1880	96
Albany and Susquehanna:							Equipment Mortgage.....	870,000	8	Apr. and Oct.	"	1881	90
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1888	111	Boston, Concord and Montreal:						
2d Mortgage.....	2,000,000	7	April & Oct.	"	1886	100	Sinking Fund Mortgage.....	624,000	6	Jan. and July.	Boston.	1889	92
3d Mortgage.....	253,000	7	May & Nov.	"	1881	.....	Consol. Mortgage for \$2,000,000.	1,224,000	7	Apr. and Oct.	Boston.	1893	104
Albany Loan.....	933,900	6	.....	"	1895	.....		367,200	6	"	"	1893	.....
Cohsol. M. (guar. by U. & H. Co.)	1,695,000	7	April & Oct.	"	1906	.....	Boston, Hartford and Erie:						
Alexandria and Fredericksburg:							1st Mortgage (old).....	273,000	7	Mar. and Sept.	Boston.	1884	.....
1st Mortgage.....	1,000,000	7	June & Dec.	Philadelphia.	1896	....	1st Mortgage (Berlell).....	15,000,000	7	Jan. and July.	New York.	1900	27
Allegheny Valley:							1st Mortgage, guar. by Erie.....	5,000,000	7*	"	"	1900	30
General Mortgage.....	3,967,000	7.3	Jan. & July.	New York.	1896	107	Mass. L. (sec'd by \$4,000,000 Ber.)	3,000,000	7*	"	Boston.	1899	.....
Special Mortgage to Penn.....	3,500,000	8	January.	Harrisburg.	.....	.....	Boston and Lowell:						
1st M., E. Ext., guar. by Pa. R.R.	9,938,000	7	April & Oct.	Phil. or Lond.	1900	84	Bonds (Wharf Purchase).....	200,000	6	Apr. and Oct.	Boston.	1879	101
Funding Income (traffic guar.)	6,403,900	7	.....	Pittsburg.	1894	22	Bonds of 1872 for \$1,000,000....	999,500	7	"	"	1892	113
American Central:							Bonds of 1875.....	600,000	7	Mar. and Sept.	"	1886	114
1st Mort., guar. by C., B. & Q.	1,386,000	7	Jan. & July.	New York.	1878	100	Bonds of 1876.....	425,000	6	Jan. and July.	"	1896	103
Androscooggin:							Boston and Maine:						
1st Mortgage (Bath Loan).....	425,000	6	Jan. & July.	Bath, Me.	1891	.....	Bonds of 1893 (coup. and reg.)..	3,200,500	7	Jan. and July.	Boston.	1893	116
Arkansas Central (narrow gauge):							Boston and New York Air Line:						
1st Mortgage.....	1,200,000	7*	Jan. & July.	Lond. or Ama.	1891	.....	1st mortgage.....	500,000	7	Feb. and Aug.	New York.	1895	102
Ashtabula, Youngstown & Pitts:							Boston and Providence:						
1st Mortgage.....	1,500,000	7*	April & Oct.	New York.	1901	.....	Bonds to purchase F. W. & B. R.R.	500,000	7	Jan. and July.	Boston.	1893	115
2d Mortgage, Income.....	400,000	7	Jan. and July.	Pittsburg.	1904	.....	Brunswick and Albany:						
Atchison and Nebraska:							1st Mort. (gold) end. by Ga. tax fr.	3,430,000	6*	Apr. and Oct.	New York.	1908	.....
1st Mortgage.....	3,750,000	8	March & Sept.	Boston.	1896	21	2d Mort. sinking fund gold.....	2,350,000	7*	"	"	1893	.....
Atchison, Topeka and Santa Fe:							Buffalo, Bradford and Pittsburg:						
1st Mortgage (gold).....	7,041,000	7*	Jan. & July.	New York.	1899	109	General Mortgage.....	580,000	7	Jan. & July.	New York.	1896	.....
Land Gra. t Mortgage (gold).....	3,368,000	7*	April & Oct.	Boston.	1900	106	Buffalo, Corry and Pittsburg:						
1st Mort. (Wichita Br.) traf. guar	412,000	7*	Jan. & July.	"	1902	.....	1st Mortgage.....	700,000	7	Jan. and July.	New York.	1886	.....
Pottawatomie Land Grant.....	439,000	7*	May & Nov.	N. Y. or Bos.	1879	.....	Buffalo and Erie:						
Cansol. Second Mort. (gold).....	3,885,000	7*	April & Oct.	"	1903	103	Mort. bonds (ass'd by LS&MS)	200,000	7	Jan. and July.	New York.	1882	.....
Land Income bonds.....	480,500	12	Jan. & July.	Boston.	.....	.....	Mort. bonds (" ").....	300,000	7	March & Sept.	"	1886	.....
Atlanta and Richmond Air Line.							Mort. bonds (" ").....	2,844,000	7	Apr. and Oct.	"	1898	111
1st Mortgage (guar. by Georgia).	4,243,000	8	Jan. & July.	New York.	1900	50	Buffalo and Jamestown:						
Atlantic and Great Western:							Mortgage.....	1,000,000	6*	.....	New York.	1902	.....
1st Mortgage (gold).....	14,922,200	7*	Jan. & July.	N. Y. or Lond.	1902	.....	Buffalo, New York and Erie:						
2d Mortgage (gold).....	10,173,679	7*	March & Sept.	"	1902	.....	1st Mortgage Renewal Bonds.....	2,380,000	7	June & Dec.	New York.	1910	110
3d Mortgage (gold) Income.....	25,783,000	7*	May & Nov.	"	1902	.....	Buffalo, New York & Phila.:						
Atlantic and Gulf:							1st Mortgage.....	2,298,000	6*	Jan. & July.	New York.	1896	93
Consolidated 1st Mortgage.....	2,310,200	7	Jan. & July.	New York.	1887	98	2d Mortgage for \$1,500,000.....	281,500	10	"	"	1892	.....
1st Mortgage (S. Ga. & Fla. R.R.)	464,000	7	May & Nov.	"	1888	.....	Burlington, Cedar Rapids & Nor:						
2d Mortgage (S. Ga. & Fla. R.R.)	200,000	7	"	"	1889	.....	1st Mortgage.....	6,500,000	5	June & Dec.	New York.	1906	.....
Atlantic and Lake Erie:							1st Mort. (Minn. & St. Louis).....	150,000	7*	Jan. & July.	"	1911	72
1st Mort. (gold) for \$5,000,000....	.....	7*	Jan. & July.	New York.	1901	.....	Burlington and Missouri River:						
Atlantic, Miss. and Ohio (428 mi.)							Land and R. R. Mortgage.....	4,638,250	7	April & Oct.	N. Y. & Bos.	1883	112
1st Mortgage for \$15,000,000.....	5,470,000	7*	April & Oct.	New York.	1901	.....	Stock (common) Bonds.....	238,500	8	April & Oct.	N. Y. & Bos.	1879	106
2d Mort. to State (no int. till '80).	4,000,000	.....	.....	"	.....	.....	Stock (common) Bonds.....	279,000	8	Jan. & July.	"	1894	106
Atlantic and Pacific:							Stock (common) Bonds.....	370,500	8	"	"	1889	.....
Land Mortgage gold bonds.....	2,829,000	6*	Jan. & July.	New York.	1888	.....	Burlington and Mo. Riv. in Neb.:						
2d Mortgage for \$3,000,000 (gold)	2,015,500	6*	May & Nov.	"	1891	.....	1st Mortgage convertible.....	5,627,000	8	Jan. & July.	N. Y. & Bos.	1894	116
1st Mort. (So. Pac. R.R.) assumed	7,188,500	6*	Jan. & July.	"	1888	61	Bonds convertible until 1892....	600,000	8	"	Boston.	1888	112
1st Mort. (Central Div.) gold.....	1,190,000	6*	May & Nov.	"	1891	.....	Consolidated Mortgage.....	.....	6	.....	Boston.	.....	.....
1st Mort. (Central Div.) L. G.....	794,000	6*	"	"	1901	.....	Burlington and Southwestern:						
Equipment Bonds.....	753,000	10	June & Dec.	"	1883	.....	1st Mortgage (\$20,000 per mile).	1,800,000	8	May & Nov.	Boston.	1891	13
Income Bonds (for funding).....	529,600	6*	"	"	1883	.....	Cairo and Fulton (Arkansas):						
Land Debentures.....	500,000	10	J. A. J. & O.	"	1884	.....	1st Mort. (R.R. and lands) S.F..	3,000,000	7*	Jan. & July.	New York.	1891	.....
Atlantic and St. Lawrence:							1st Mortgage.....	2,500,000	7	April & Oct.	New York.	1901	.....
Sterling bonds (not Mort.) of 1853.	484,000	6*	May & Nov.	London.	1878	.....	Cairo and Vincennes:						
2d Mortgage (sterling) of 1864....	1,400,000	6*	April & Oct.	"	1884	.....	1st Mortgage, gold.....	3,500,000	7*	April & Oct.	N. Y. & Lond.	1909	.....
3d Mortgage (sterling) of 1871....	713,000	6*	May & Nov.	"	1891	.....	2d Mortgage.....	1,500,000	7*	Jan. & July.	"	1898	.....
Portland City Bonds, 1st M., s. f.	787,000	6	"	Portland.	1886	.....	California Pacific:						
Bald Eagle Valley:							1st Mortgage, sinking fund.....	2,250,000	7*	Jan. & July.	New York.	1889	.....
1st Mortgage.....	354,000	6	Jan. & July.	Philadelphia.	1881	.....	Extension, or 2d Mortgage.....	3,500,000	7*	"	"	1889	.....
2d Mortgage.....	100,000	7	"	"	1884	.....	2d Income, or double track b'ds	1,900,000	6*	Jan. & July.	.....	1891	.....
Baltimore and Ohio:							Camden and Amboy:						
Loan of 1880-'80.....	579,500	6	Jan. & July.	Baltimore.	1880	102	Loan of 1888.....	1,700,000	6	Feb. & Aug.	Philadelphia.	1883	104
Loan of 1883-'86.....	1,710,000	6	April & Oct.	"	1885	106	Loan of 1889.....	866,000	6	June & Dec.	Princeton.	1889	102
Loan of 1886-'90 (Balt.) skg fd.	1,511,122	6	Jan. & July.	"	1890	.....	Mortgage Loan of 1889.....	5,000,000	6	May & Nov.	Philadelphia.	1889	108
Loan of 1870-'95 (etc.) skg fund.	3,273,956	6*	March & Sept.	London.	1895	.....	Sterling Loan, S. F. (\$2,000,000).	1,286,080	6*	Feb. & Aug.	London.	1880	.....
Loan of 1872-1902 (etc.) S. F.....	9,029,852	6*	"	"	1902	.....	Camden and Atlantic:						
Loan of 1874-1910 (etc.) S. F.....	9,464,500	6*	May & Nov.	"	1910	.....	1st Mortgage.....	490,000	7*	Jan. & July.	Philadelphia.	1893	116
Baltimore and Potomac:							2d Mortgage.....	500,000	7	April & Oct.	"	1879	102
1st Mort. (tunnel) gold guar.....	1,500,000	6*	Jan. & July.	Baltimore.	1911	.....	Camden and Burlington County:						
1st Mortgage (R. R.) gold guar....	3,000,000	6*	April & Oct.	"	1911	.....	Consolidated 1st Mortgage.....	350,000	6	Feb. & Aug.	Philadelphia.	1897	100
Bangor and Piscataquis:							Canada Southern:						
1st Mortgage (Bangor loan).....	600,000	6	April & Oct.	Boston.	1899	.....	1st Mort. (skg fd) g'd for \$9,000,000	9,000,000	7*	Jan. & July.	New York.	1906	.....
1st Mort. (Bangor loan) extens'n	120,000	7	"	"	1901	.....	Cape May and Millville:						
Bay City and East Saginaw:							2d Mort., guar. by W. Jersey R.R.	400,000	7	April & Oct.	Camden.	.....	95
1st Mort., guar. by F. & P. Mfg. Co.	100,000	10	Jan. & July.	Detroit.	1886	.....	Carbondale and Shawneetown:						
Bedford and Bridgeport:							1st Mortgage.....	200,000	7*	Jan. & July.	.....	1902	.....
1st Mortgage.....	1,000,000	7	April & Oct.	Philadelphia.	1892	.....	Carolina Central:						
Belfast and Mooshead Lake:							1st Mortgage.....	3,000,000	6*	Jan. & July.	New York.	1922	.....
1st Mortgage (gold).....	150,000	6	May & Nov.	Portland.	1890	.....	2d Mortgage - Income Bonds..	3,000,000	7	April & Oct.	"	1914	.....
Bellefonte and Snow Shoe:							1st Mort., guar. by C., B. and Q.	268,000	8	May & Nov.	New York.	1879	101
1st Mortgage.....	99,000	6	.....	Philadelphia.	1883	.....	Catawissa:						
Belleville and Indiana:							1st Mortgage (old).....	230,500	7	Feb. & Aug.	Philadelphia.	1892	.....
1st Mort., ass'd by C., C. & L.	453,000	7	Jan. & July.	New York.	1899	.....	1st Mortgage (new).....	1,800,000	7	"	"	1900	105
Belleville and Southern Illinois:							Chattel Mortgage.....	299,950	6	May and Nov.	"	1890	.....
1st Mort., guar. by St. L. A. & T.H.	1,100,000	8	April & Oct.	New York.	1896	90	Cayuga Lake:						
Beloit and Madison (C. & N.W.):							1st Mortgage.....	804,000	7*	June and Dec.	New York.	1901	.....
1st Mortgage (guaranteed).....	284,000	7	Jan. & July.	New York.	1888	.....	Cazenovia and Canastota:						
Belvidere Delaware:							1st Mortgage, gold.....	250,000	7	Feb. & Aug.	New York.	1890	.....
1st Mortgage (guar. by U. &)	1,000,000	6	June & Dec.	New York.	1902	104	Cedar Falls and Minnesota:						
2d Mortgage (" A. Co. and)	499,500	6	March & Sept.	Philadelphia	1886	92	1st Mort. (C. F. to Waverly).....	95,000	7	April & Oct.	New York	1894	87
3d Mortgage (Penn. R. R. Co.)	746,000	6	Feb. & Aug.	"	1887	98	1st Mort. (W. to Man. Line)....	1,374,000	7	Jan. & July.	"	1907	.....
Bingham Canyon & Camp Floyd:													
1st Mortgage.....	310,000	8*	Jan. & July.	.....	1903	.....						

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Cedar Rapids & Mo. Riv. (C. & N.W.):							Chicago, Iowa and Nebraska:						
1st Mortgage, 1st Div. \$10,000 p.m.	678,000	7	Feb. & Aug.	New York.	1891	106	2d Mort. (now 1st) guar. C. & N.W.	568,240	7	Jan. & July.	Boston.	1890	102
1st Mortgage 2d Div. \$10,000 p.m.	582,000	7	" " "	" " "	1894	101	3d Mort. (now 2d) guar. C. & N.W.	211,500	7	Feb. & Aug.	New York.	1892	....
1st Mortgage 3d Div. \$16,000 p. m.	2,400,000	7	May & Nov.	" " "	1916	106	Chicago and Lake Huron:						
Central Branch Union Pacific:							1st Mort. 1st series (Peninsular.)	1,800,000	7	May and Nov.	N.Y. or Lond.	1899	....
1st Mort. (Atch. & Pike's Peak).	1,000,000	6	May & Nov.	New York.	1895	49	1st Mort. 2d series (")	2,000,000	7	" " "	" " "	1900	....
2d Mortgage Government's aid.	1,600,000	6	Jan. & July.	" " "	1895	....	1st M. (Port Huron & L. Mich.)	1,800,000	7	" " "	New York.	1899	....
Central of Georgia:							2d Mortgage (Peninsular.)	540,000	7	Feb. and Aug.	" " "	1891	....
General Mort. for \$5,000,000....	2,222,000	7	Jan. & July.	N.Y. & Savan.	1893	....	Consolidated Mortgage.....	12,000,000	6	" " "	" " "	1903	....
Macon & West. (Atlanta D.) b'ds	117,000	7	April & Oct.	Savannah.	1890	....	Chicago and Milwaukee Railway:						
Central of Iowa:							1st Mort. guar. by C. and N.W.	1,700,000	7	Jan. & July.	New York.	1896	108
1st Mortgage, gold, \$16,000 p. m.	3,700,000	7	Jan. & July.	New York.	1899	32	Chicago and Mich. Lake Shore:						
2d Mortgage, gold, \$4,000 p. m.	925,000	7	April & Oct.	" " "	1901	....	1st Mortgage.....	477,000	8	March & Sept.	Boston.	1899	....
Central of L. I. (Flush. N.C. & C.):							1st Mortgage.....	2,500,000	8	Jan. & July.	" " "	1890	110
1st Mortgage.....	1,275,000	7	May & Nov.	New York.	1889	....	1st Mortgage.....	1,350,000	8	May & Nov.	" " "	1891	....
Central of New Jersey:							1st Mortgage (on Branch).....	1,325,000	8	March & Sept.	" " "	1892	....
Convertible bonds of 1872.....	4,400,000	7	May & Nov.	New York.	1902	86	Chicago, Milwaukee and St. Paul:						
1st Mort. (New York) for \$5,000,000....	5,000,000	7	Feb. & Aug.	" " "	1890	114	1st Mort. (La. Crosse division.)	6,800,000	7	Jan. & July.	New York.	1893	109
Newark Branch Bonds.....	600,000	7	Jan. & July.	" " "	1887	....	1st Mort. (Chic. and Mil. Div.)	2,500,000	7	Jan. & July.	" " "	1903	111
Loan of Loh. C. & Nav. Co. (a'd)	2,310,000	6	J. A. J. & O	Philadelphia.	1897	....	1st Mort. (East. Div. Palmer.)	....	8	May & Nov.	" " "	1874	....
Consol. Mort. for \$25,000,000....	15,000,000	7	" " "	New York.	1899	88	1st Mort. (Iowa and Minn. Div.)	3,810,000	7	Jan. & July.	" " "	1897	108
Central Ohio (B. and O.):							1st Mort. (Minnesota Central.)	190,000	7	" " "	" " "	1894	....
1st Mortgage guaranteed.....	2,500,000	6	March & Sept.	Baltimore.	1890	10	1st Mort. (St. Paul Division.)	4,000,000	7	" " "	" " "	1902	107
Central Pacific of California:							1st Mort. (Iowa and Dak. Div.)	640,000	7	" " "	" " "	1899	97
1st Mort. 30 years bonds, (gold).	25,883,000	6	Jan. & July.	New York.	'95-'96	107	1st Mort. (Prairie du Chien Div.)	3,874,000	8	Feb. & Aug.	" " "	1898	121
Convertible 20 years bonds, gold	1,488,000	7	" " "	" " "	1883	104	2d Mort. (")	1,315,000	7.3	" " "	" " "	1899	106
State Aid B'ds (Int. by State) gold	1,500,000	7	" " "	Sacramento.	1884	105	1st Mort. (Hast. and Dak. Div.)	213,000	7	Jan. & July.	" " "	1902	100
2d Mort. (Government Subsidy)	27,565,680	6	" " "	U.S. Treasury	'95-'99	....	1st Mort. (Mil. and Western)...	234,000	7	Jan. & July.	" " "	1891	....
1st Mort. (Western Pacific) gold	2,735,000	6	" " "	New York.	1899	114	2d Mortgage.....	800,000	7	April & Oct.	" " "	1884	100
1st Mort. (Calif. & Oregon) gold	8,000,000	6	" " "	" " "	'89-'92	98	Equipment and Bridge Bonds....	219,000	10	June & Dec.	" " "	1883	....
1st Mort. (S. Fr. & Okla. & Ala.)	500,000	6	" " "	" " "	1890	....	Consol. Mort. for \$35,000,000....	5,861,000	7	Jan. & July.	" " "	1905	99
1st Mort. (San Joaquin V.D.) gold	6,000,000	6	April & Oct.	" " "	1900	92	Chicago and Northwestern:						
Land bonds (Cen. Pac. Co.) gold	8,704,000	6	" " "	" " "	1900	92	Preferred sinking fund (193 m.)	1,214,100	7	Feb. & Aug.	New York.	1895	109
Central Vermont:							General 1st Mortgage (193 m.) ..	3,477,800	7	" " "	" " "	1886	107
1st Mort. Consol. (Vt. Central.)	3,000,000	7	May & Nov.	Boston.	1886	12	Funded coupons (193 m.) ..	708,800	7	May & Nov.	" " "	1883	106
2d Mort. Consol. (")	1,500,000	7	June & Dec.	" " "	1891	2	Appleton Ext. (23 m. & 76,000 a.)	116,000	7	Feb. & Aug.	" " "	1885	108
1st Mort. (Stan. Sh. & Ch. & Ch.)	500,000	7	Jan. & July.	" " "	1887	28	Green Bay Ext. (26m & 76,000 a.)	255,000	7	" " "	" " "	1885	108
Income and Extension Bonds....	1,008,000	8	May & Nov.	" " "	1902	27	1st Mort. (Gal. & Chi. U.) 248 m.	1,690,000	7	" " "	" " "	1882	....
Equipment Mort. (Vt. Central.)	1,000,000	8	" " "	" " "	'76-'77	40	Elgin and State Line.....	114,500	6	Jan. & July.	" " "	1878	....
Equipment Mort. (")	1,000,000	8	" " "	" " "	1889	26	Mississippi River Bridge.....	168,000	7	" " "	" " "	1884	....
Bonds, guar. (Vt. and Canada)	1,000,000	6	Jan. & July.	" " "	1891	26	1st Mortgage (Peninsula).....	272,000	7	March & Sept.	" " "	1898	110
Missisquoi R.R. (")	500,000	7	" " "	" " "	1891	....	Consol. skz fund (C. & N.W.Ry.)	4,893,000	7	F. M. A. & N.	" " "	1915	112
Cent. Vt. (Vt. & Can. Mort.) b'ds	3,000,000	6	March & Sept.	" " "	1904	....	General Consol. Gold Bonds...	12,348,000	7	June & Dec.	" " "	1902	126
Charleston and Savannah:							1st Mort. S. F. (Madison Exten.)	3,150,000	7	April & Oct.	" " "	1911	....
1st Mortgage guar. by State.....	505,000	6	March & Sept.	Charleston.	1877	....	1st Mort. S. F. (Menominee Ext.)	2,700,000	7	June & Dec.	" " "	1911	....
Funded Interest on 1st Mort.....	157,400	7	" " "	" " "	1889	....	1st Mort. (Chic. & Mil. R.W.) guar	1,700,000	7	Jan. & July.	" " "	1898	....
Charlotte, Columbia & Augusta:							1st Mort. (Bel. & Mad. R.R.) guar.	249,000	7	" " "	" " "	1888	....
2d Mortgage.....	1,810,500	7	Jan. & July.	New York.	1895	71	Chicago and Paducah (C. B. & Q.):						
3d Mortgage.....	500,000	7	April & Oct.	Baltimore.	....	....	1st Mortgage \$26,000 p. m. gold.	2,304,000	7	Jan. & July.	Boston.	1903	....
Charters:							Chl. Pekin & Southw'n (O.B. & Q.):						
1st Mort. guar. by Penna.....	500,000	7	April & Oct.	Philadelphia.	1901	91	1st Mortgage for \$10,000 per mile	700,000	8	Feb. & Aug.	New York.	1901	....
Cheraw and Darlington:							Chicago, Rock Island and Pacific:						
1st Mortgage dated Jan. 1, 1871.	141,000	8	April & Oct.	Charleston.	1888	....	1st Mortgage skz fund.....	124,000	7	Jan. & July.	New York.	1896	....
2d Mortgage dated Jan. 1, 1869.	76,000	7	Jan. & July.	" " "	1888	....	Branch Bonds Sinking Fund....	916,000	6	Feb. & Aug.	" " "	1895	109
Cherry Valley, Sharon and Alb.:							New Mort. bonds for \$12,500,000	8,920,000	6	Jan. & July.	" " "	1917	110
1st Mort. con. guar. by A. & S. Co.	300,000	7	June & Dec.	New York.	1899	....	Chl. & Southw'n (C. R. I. & Pac.):						
Chesapeake and Ohio:							1st Mort. gold, tax free, guar.....	5,000,000	7	May & Nov.	New York.	1889	....
1st M. (gold) skz fd for \$15,000,000	15,000,000	6	May & Nov.	New York.	1899	27	1st Mortgage gold (Atchison Br.)	1,000,000	7	June & Dec.	" " "	1901	....
1st Mort. Extension (con. or reg)	5,428,000	7	Jan. & July.	" " "	1902	....	Chicago and Superior:						
1st Mort. (Va. Cen.) guar. by Va.	100,000	6	" " "	" " "	1880	....	1st Mortgage (Mad. & Portage) g'd	800,000	7	April & Oct.	New York.	1900	....
2d Mort. (") coupon.....	902,000	6	" " "	" " "	1884	....	Chillicothe and Brunswick:						
Income (") coupon.....	300,000	6	" " "	" " "	1876	....	1st Mort. guar. by St. L., K.C. & N.	500,000	8	Jan. & July.	New York.	1894	....
Funded Interest, coupon.....	160,500	8	" " "	" " "	1877	....	Cincinnati, and Baltimore:	500,000	7	Jan. & July.	Baltimore.	1900	85
Cheshire:							1st Mort. guar. by R. & O. & M. & C.	500,000	7	Jan. & July.	Baltimore.	1900	85
Coupon bonds (no Mort.).....	813,700	6	Jan. & July.	Boston.	'77-'96	100	Cincinnati, Hamilton and Dayton:						
Chester Creek (Phil. & Balt. Cent.):							1st Mortgage of 1863.....	1,243,000	7	May & Nov.	New York.	1890	101
1st Mort. guar. by P. W. & B.	185,000	6	Jan. & July.	Philadelphia.	1903	....	2d Mortgage of 1865.....	496,000	7	Jan. & July.	" " "	1885	....
Chester and Tamarac:							Consol. S. F. M. for \$3,000,000.	996,000	7	April & Oct.	" " "	1905	....
1st Mortgage.....	600,000	7	May & Nov.	New York.	1901	....	Cincinnati, Ham. & Ind. (C. H. & D.):						
Chicago and Alton:							1st Mort. guar. for \$2,500,000....	1,846,000	7	Jan. and July.	New York.	1903	103
1st Mortgage.....	2,400,000	7	Jan. & July.	New York.	1893	115	Cincinnati, Lafayette and Chi.						
2d Mortgage Income.....	1,100,000	7	April & Oct.	" " "	1883	100	1st Mortgage.....	1,120,000	7	March & Sept.	New York.	1901	84
Consol. Bonds (\$200 stg. each).	4,379,750	6	Jan. & July.	London.	1903	99	Consolidated Mortgage.....	471,000	7	June & Dec.	" " "	1914	....
1st Mort. (St. L. & C.) assumed	664,000	7	April & Oct.	New York.	1894	104	Cincinnati and Martinsville:						
2d Mort. (")	188,000	7	Jan. & July.	" " "	1898	....	1st Mort. guar. by L. C. & La. F.	400,000	7	Feb. & Aug.	New York.	1905	....
1st Mort. (Louisiana and Mo.)	1,864,000	7	Feb. & Aug.	" " "	1900	....	Cincinnati & Muskingum Valley:						
Chicago, Burlington and Quincy:							1st Mortgage.....	1,500,000	7	Jan. and July.	New York.	1901	....
Trust Mortgage skz fund.....	2,570,000	8	Jan & July.	New York.	1883	113	Cincinnati, Richmond & Chicago:						
Trust Mortgage, skz fund conv.	150,000	8	" " "	" " "	1883	....	1st Mortgage guar. by C. H. & D.	500,000	7	Jan. and July.	New York.	1895	....
Trust Mortgage (Burl. to Peoria)	653,000	7	April & Oct.	" " "	1890	....	2d Mortgage " " "	65,000	7	" " "	" " "	1889	....
Loan of 1													

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Cleveland and Pittsburgh (Pa.Co.):	\$						Detroit & Bay City (Mich. Cent.):	\$					
Construction and Equip. bonds.	600,000	6	Jan. and July	New York.	1913	....	1st Mort. (\$424,000 guar.).....	2,330,000	8	May and Nov.	New York.	1902	70
4th (now 3d) Mortgage guar.....	1,096,000	7	" "	" "	1892	107 1/2	Detroit, Bel River and Illinois:						
Consol. sinking fund guar.....	1,487,000	7	May & Nov.	" "	1900	111 1/2	1st Mortgage for \$22,000 p.m....	1,061,000	8	Jan. & July.	New York.	1891	....
Clev., Painesville & Ashtabula:							2d Mortgage.....	500,000	7	May and Nov.	" "	1893	....
Regist'd b'ds(ass'd by L.S.&M.S.)	1,000,000	7	Jan. & July.	New York.	1880	103 1/2	Detroit, Hillsdale and Indiana:						
3d Mortgage (")	1,000,000	7	April & Oct.	" "	1892	109 1/2	1st Mort. \$16,000 p. m. guar.....	1,170,000	8	June & Dec.	New York	1907	....
Cleveland and Toledo:							2d Mortgage, (coupon) guar.....	300,000	8	Jan. & July.	" "	1881	....
1st Mort., s.f.(ass'd by L.S.&M.S.)	1,595,000	7	Jan. & July.	New York.	1885	110 1/2	Detroit, Lansing and Northern:						
2d Mortgage (")	849,000	7	April & Oct.	" "	1886	108 1/2	1st Mortgage.....	1,397,000	7	Jan. & July.	Boston.	1907	103
Celebrookdale:							1st Mort. (Ionia and Lansing)...	770,000	8	" "	New York.	1889	....
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1898	40	2d Mort. (")	81,000	8	May & Nov.	" "	1880	....
Colorado Central (3 ft. gauge):							Detroit & Milwaukee (Gt. W. of Can.):						
1st Mortgage.....	225,000	8	June & Dec.	Boston.	1890	....	1st Mortgage, (D. & M.R. y.).....	2,500,000	7	May & Nov.	New York.	1875	....
Columbus, Chicago & Ind. Cent.:							2d Mortgage (")	1,000,000	8	" "	" "	1875	....
1st Mortgage Consol. skg fund.....	15,344,750	7	April & Oct.	New York.	1908	84 1/2	1st Funded Coup. (D. & M.R.R.)	625,924	7	Jan. & July.	" "	1875	....
2d Mortgage skg fund.....	5,582,400	7	Feb. & Aug.	" "	1909	1 1/2	2d Funded Coup. (")	375,734	7	May & Nov.	" "	1875	....
Income convertible.....	3,893,000	7	" "	" "	1890	....	1st Mort. (Detr. & Pontiac R.R.)	150,000	7	April & Oct.	" "	1878	....
1st Mort. (Chic. and Gt. Eastern)	461,000	7	April & Oct.	" "	1902-95	....	2d Mort. (")	100,000	7	Jan. & July.	" "	1878	....
2d Mort. (")	344,400	7	" "	" "	....	....	3d Mort. (")	250,000	8	Feb. & Aug.	" "	1880	....
1st Mort. (Cin. and Chi. Air-L.)	194,100	7	Feb. & Aug.	" "	1890	....	Bonds of Sept. 1, 1866.....	110,000	7	March & Sept.	" "	1886	....
1st M., s.f. (")	39,650	7	May & Nov.	" "	1896	....	Bonds of June 30, 1866.....	1,702,317	6 1/2	Jan. & July.	" "	1886	....
1st Mort. (Col. and Ind. Cent.)	2,632,000	7	Jan. & July.	" "	1904	....	Detroit, Mon. & Tol. (L.S. & M.S.):						
2d Mort. (")	821,000	10	May & Nov.	" "	1904	....	1st Mortgage Aug. 1, 1866.....	924,000	7	Feb. & Aug.	New York.	1908	109 1/2
1st M. (Col. & Ind.) 1st&2d pref.	309,500	7	Jan. & July.	" "	1883	....	Dixon, Peoria and Hannibal:						
2d Mortgage (Ind. Central).....	686,500	7	" "	" "	1882	....	1st Mort. guar. by C., B. and Q.	562,500	8	Jan. & July.	New York.	1889	101 1/2
1st Mort. (Tol., Logansport & Bur.)	554,500	7	Feb. & Aug.	" "	1884	....	Dubuque and Sioux City:						
Income (")	74,024	7	" "	" "	....	....	1st Mortgage 1st div.....	296,000	7	Jan. & July.	New York.	1883	104 1/2
1st Mort. (Union & Logansport)	815,000	7	April & Oct.	" "	1905	....	1st Mortgage 2d division.....	586,000	7	" "	" "	1894	106 1/2
Columbus, Springfield and Cin.:							Dubuque Southwestern:						
1st M.(assumed by Cin., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	....	1st Mortgage.....	450,000	7	April & Oct.	New York.	1883	....
Columbus and Hocking Valley:							1st Mortgage, preferred.....	75,500	7	Jan. & July.	" "	1883	....
1st Mortgage skg fund.....	1,500,000	7	April & Oct.	New York.	1897	....	Dunkirk, Allegheny Val. & Pittsb.:						
1st M. on Branch (& 2d on main)	300,000	7	Jan. & July.	" "	1880	....	1st Mortgage (gold).....	1,200,000	7 1/2	June & Dec.	New York.	1900	....
General Mortgage.....	634,000	7	" "	" "	1892	....	Dutchess and Columbia:						
Columbus and Xenia:							1st Mortgage Jan. 1, 1868.....	1,500,000	7	Jan. & July.	New York.	1908	....
1st Mortgage, guar. by L.M.R.R.	302,000	7	March & Sept.	New York.	1890	....	East Alabama and Cincinnati:						
Connecticut and Passumpsic Riv.:							1st Mort. endorsed by Alabama.	400,000	8	Jan. & July.	.....	1890	....
New Mortgage for \$1,500,000....	1,263,500	7	April & Oct.	Boston.	1898	104 1/2	East Brandywine & Waynesboro:						
Coupon Notes.....	123,000	7	June & Dec.	" "	1891	100	1st Mortgage guar. by Pa. R.R.:	140,000	7	Jan. & July.	Philadelphia.	1885	....
1st Mort. (Massachusetts) guar. gold	400,000	6 1/2	Jan. & July.	" "	1889	83 1/2	East Pennsylvania (Ph. & Rdg.):						
Connecticut River:							1st Mortgage, guaranteed.....	495,900	7	March & Sept.	Philadelphia.	1888	104 1/2
1st Mortgage skg fund.....	.....	6	March & Sept.	Boston.	1875	....	East Tennessee, Virginia & Ga.:						
Connecticut Valley:							1st Mort., skg fund for \$3,500,000	2,999,000	7	Jan. & July.	New York.	1900	106 1/2
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1901	....	2d Mortgage.....	190,000	4	" "	" "	1887	....
Connecticut Western:							Endorsed Bonds (East T. & Va.)	147,000	6	May & Nov.	" "	1888	....
1st Mortgage tax free.....	3,000,000	7	Jan. & July.	N. Y. & Bost.	1900	20	Endorsed Bonds (East T. & Ga.)	92,000	6	Jan. and July.	" "	1886	....
Connecting (Philadelphia):							Company Bonds (E.T. & Ga., old)	635,000	6	" "	" "	1880-85	....
1st Mort. ABCD & E \$200,000 each	991,000	6	March & Sept.	Philadelphia.	1,2,3,4	105	Company Bonds (" new)	135,400	6	" "	" "	1876	....
Cooperstown and Susq. Valley:							Eastern (Mass.):						
1st Mortgage.....	100,000	7	March & Sept.	New York.	1889	....	1st Mort. (Essex R.R.) assumed.	194,400	6	March & Sept.	Boston.	1896	90 1/2
Cowanesque Valley:							Loan of 1867.....	.....	7	" "	" "	1887	....
1st Mortgage, gold.....	95,000	7 1/2	Jan. & July.	New York.	1902	....	Loan of 1868.....	.....	6	" "	" "	1887-88	....
2d Mortgage.....	100,000	7	May & Nov.	" "	1882	....	Loan of 1869.....	.....	6	May & Nov.	" "	1889	....
Cumberd & Penn. (Consol. Coal):							Ten year coupon notes.....	.....	7	" "	" "	1892	....
1st Mortgage.....	803,500	6	March & Sept.	New York.	1891	....	Ten year coupon notes.....	.....	7	" "	" "	1883-84	....
2d Mortgage, sinking fund.....	648,000	6	May & Nov.	" "	1888	....	Sinking Fund Bonds.....	.....	7	May & Nov.	" "	1884	....
Cumberland Valley:							Sterling Sink. Fd. Bonds.....	3,049,200	6 1/2	March & Sept.	London.	1893	....
1st Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904	....	Certif. of Indebt. Sept. 1, 1876..	12,673,000	3 1/2	" "	Boston.	1906	75 1/2
2d Mortgage.....	109,500	8	" "	" "	1908	....	Eastern Shore (Md.):						
Plain bonds.....	81,300	6	" "	" "	1884	....	1st Mortgage.....	400,000	6	Jan. & July.	Philadelphia.	1880	....
Danbury and Norwalk:							2d Mortgage.....	200,000	6	April & Oct.	" "	1886	....
Mortgage Bonds of 1870.....	190,000	7	Jan. & July.	New York.	1880	....	Elizabethtown and Paducah:						
Mortgage Bonds of 1870.....	200,000	7	" "	" "	1890	....	1st Mortgage, convertible.....	3,000,000	8	March & Sept.	New York.	1890	....
Mortgage Bonds of 1872.....	200,000	7	" "	" "	1892	....	Elmira and Williamsport (N. Cen.):						
Danv., Hazleton & Wilkesbarre:							1st Mortgage guaranteed.....	1,000,000	7	Jan. & July.	Philadelphia.	1880	106 1/2
1st Mortgage.....	1,400,000	7	April & Oct.	Philadelphia.	1887	40	Income Mortgage guaranteed..	570,000	6	April & Oct.	" "	1892	66
2d Mortgage.....	300,000	7	" "	" "	1885	....	Erie Railway:						
Danv., Urb., Bloom'gton & Pekin:							1st Mortgage, extended.....	2,483,000	7	May & Nov.	New York	1897	144
1st Mortgage.....	2,000,000	7 1/2	April & Oct.	New York.	1900	....	2d Mortgage.....	2,174,000	7	March & Sept.	" "	1879	104 1/2
Davenport and St. Paul:							3d Mortgage.....	4,852,000	7	" "	" "	1883	107
1st Mort. gold skg fd \$20,000 p.m.	3,000,000	7 1/2	April & Oct.	New York.	1911	....	4th Mortgage convertible.....	2,937,000	7	April & Oct.	" "	1880	0 1/2
Dayton and Michigan (C.H. & D.):							5th Mortgage convertible.....	709,500	7	June and Dec.	" "	1888	1 0
1st Mortgage sinking fund guar.	1,816,000	7	Jan. & July.	New York.	1881	....	Buffalo Branch, 1st mortgage.....	182,500	7	Jan. & July.	" "	1891	....
2d Mortgage, guar.....	426,000	7	March & Sept.	" "	1884	....	Sterling Loan (\$1,000,000) conv.	4,457,714	6 1/2	March & Sept.	London.	1875	....
3d Mortgage, guar.....	351,000	7	April & Oct.	" "	1888	....	1st Consol. Mort. for \$30,000,000.	12,076,000	7 1/2	" "	N.Y. & London.	1920	....
Toledo Depot bonds guar.....	106,500	7	March & Sept.	" "	1888-94	....	2d Consol. Mort. for \$40,000,000.	14,400,000	7 1/2	June and Dec.	London.	1894	....
Dayton and Union:							Convertible bonds.....	10,000,000	7 1/2	J. A. J. and O.	London.	1903	....
1st Mortgage, registered.....	140,000	7	March & Sept.	New York.	1879	....	Erie and Pittsburgh (Penn.):						
2d Mortgage.....	135,000	7	June & Dec.	" "	1879	....	1st Mortgage.....	292,200	7	Jan. & July.	New York.	1882	....
Income Bonds.....	252,445	6	" "	" "	1879	....	2d Mortgage.....	92,800	7	April & Oct.	" "	1890	....
Dayton and Western (L. M. R. & Y.)							Consolidated Mortgage.....	2,192,000	7	Jan. & July.	" "	1898	91
1st Mortgage (assumed).....	142,000	7	March & Sept.	New York.	1881	....	Equipment Mortgage.....	750,000	7	April & Oct.	" "	1890	....
1st Mortgage (").....	495,000	6 1/2	Jan. & July.	" "	1906	....	European & N. American (Me.):						
Decatur, Sullivan and Mattoon:							Bangor City Bonds (1st m. 55 m.)	1,000,000	6	Jan. & July.	Boston.	1894	....
1st Mortgage.....	500,000	8	March & Sept.	New York.	1901	....						

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Florida							Huntingdon and Broad Top Mt.:						
1st Mortgage conv. gold.....	2,300,000	7*	Jan. & July.	N. Y. & Lond.	1889	....	1st Mortgage gold.....	416,000	7*	April & Oct.	Philadelphia	1890	105
Flushing, North Shore and Cent.:							2d Mortgage.....	267,500	7*	Feb. & Aug.	"	1895	101
1st Mort. (Flush'g and N. Side.)	800,000	7	May & Nov.	New York.	1889	....	Consolidated Mortgage.....	1,383,000	7	April & Oct.	"	1895	30
2d Mort. ("")	400,000	7	"	"	1900	....	Illinois Central:						
1st Mort. (Central of L. I.).....	1,000,000	7	Mar. & Sept.	"	1902	....	Redemption bonds, currency....	2,500,000	6	April & Oct.	New York.	1890	...
1st Mort. (Cent. R. R. Ext'n.)	200,000	7	May and Nov.	"	1903	....	Sterling Bonds, £500,000....	5,000,000	6*	"	London.	1895	...
1st Mort. (North Shore).....	149,000	7	Feb. & Aug.	"	1885	....	Sterling Bonds, Sinking Fund..	4,504,000	5*	"	"	1903	...
1st Mort. (Whitestone & W.)	93,000	7	Jan. & July.	"	1893	....	Sterling Bonds, £200,000.....	1,002,000	5*	June & Dec.	"	1905	...
1st Mort. (N. Y. & Flushing)...	25,000	7	Mar. & Sept.	"	1880	....	Illinois Grand Trunk (C. B. & Q.):						
Fonda, Johnston & Gloversville:							1st Mortgage, guaranteed.....	900,500	8	April & Oct.	Boston.	1890	111
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1890	....	Indiana and Illinois Central:						
Fort Wayne, Jackson & Baginaw:							1st Mortgage gold.....	3,500,000	7*	Jan. & July.	New York.	1901	....
1st Mortgage, traffic guarantee..	1,500,000	8	Jan. & July.	New York.	1889	42*	Indiana North and South:						
2d Mortgage (Equipment).....	500,000	8	April & Oct.	"	1881	....	1st Mort. (Nor. Div.) \$22,000 p.m.	1,700,000	7*	March & Sept.	New York.	1903	...
Fort Wayne, Muncie & Cin.:							Indianapolis, Blooming. & West:						
1st Mortgage.....	1,800,000	7*	April & Oct.	Boston.	1890	....	1st Mortgage gold.....	5,000,000	7*	April & Oct.	New York.	1909	24
2d Mortgage.....	500,000	8	"	"	1896	....	1st Mortgage Extension gold...	5,510,000	7*	Jan. & July.	"	1912	...
Framingham and Lowell:							2d Mortgage.....	1,500,000	8	"	"	1890	2
1st Mortgage.....	500,000	7	April & Oct.	Boston.	1890	80	Indianapolis and Madison:						
2d Mortgage.....	100,000	8	"	"	1883	89	1st Mort. assumed by J. M. & I.	397,000	7	May & Nov.	New York.	1881	....
Frederick and Pennsylvania Line:							Indianapolis & Vincennes:						
1st Mortgage gold.....	180,000	6*	April & Oct.	Baltimore.	1901	....	1st Mortgage guar. by Pa. R. R.	1,700,000	7	Feb. & Aug.	New York.	1908	....
Fromont, Elkhorn & Mo. (S.C. & P.):							2d Mortgage guar. by Pa. R. R.	1,450,000	6	May & Nov.	"	1900	....
1st Mortgage.....	690,000	7	April & Oct.	.....	1901	31	International and Gt. Northern:						
Galena & Chic. Union (C. & N.W.):							1st Mortgage a.f. (Intern. R. R.)	3,040,000	7*	April & Oct.	New York.	1911	69
1st Mortgage.....	1,692,000	7	Feb. & Aug.	New York.	1882	104*	Convertible B'ds ("")	1,473,000	8	Feb. & Aug.	"	1892	...
Galv., Harrisburg & San Antonio.							1st Mortgage (Hous. & Gt. N. R.R.)	4,211,000	7	Jan. & July.	"	1900	60
1st Mortgage.....	1,700,000	6*	Feb. & Aug.	Lond. or Bos.	1910	....	Convert. B'ds ("")	1,677,000	8	Feb. & Aug.	"	1892	20
Galveston, Houston & Henderson:							Indianapolis, Cin. and Lafayette:						
1st Mortgage.....	1,493,000	7*	Jan. & July.	New York.	1890	80	1st Mortgage of 1867.....	2,800,000	7	Feb. & Aug.	New York.	1897	....
Geneva, Ithaca and Athens:							1st Mortgage of 1869.....	2,000,000	7	June & Dec.	"	1899	....
1st Mortgage, skg. fd., guar.	600,000	7*	Jan. and July.	New York.	1890	....	Funded Interest Bonds, coupon.	469,100	7	March & Sept.	"	1888	86
Georgia (and Banking):							Equipment Bonds, registered....	375,000	10	"	"	1888	86
Company bonds (debentures)...	630,000	7	Jan. & July.	Augusta	75-'00	....	1st Mort. (Ind'polis & Cin.) 1888.	1,600,000	7	April & Oct.	"	1888	...
Ultima, Clinton & Springfield:							1st Mort. (Cin. & Indiana).....	497,000	7	June & Dec.	"	1892	...
1st Mortgage gold.....	2,000,000	7*	March & Sept.	N. Y. & Lond.	1900	....	2d Mort. ("") guar.....	1,497,000	7	Jan. & July.	"	1892	...
2d Mortgage gold.....	1,000,000	8*	Jan. & July.	"	1892	....	Indianapolis and St. Louis:						
Goshen and Deckertown (Erie):							1st Mortgage.....						
1st Mortgage.....	246,500	7	Jan. & July.	New York.	1888	....	1st Mortgage.....	2,000,000	7	Jan. & July.	New York.	1919	68
Grand Rapids & Indiana:							1st Mortgage.....						
1st Mortgage L. G. guar. gold...	4,000,000	7*	Jan. & July.	New York.	1899	96*	2d Mortgage.....	1,000,000	7	March & Sept.	"	1919	...
1st Mort. L. G. not guar. gold...	3,224,000	7*	April & Oct.	"	1899	85	Equipment Mortgage.....	375,000	10	Jan. & July.	"	1900	...
Grand River Valley (Mich. C.):							Ionia and Lansing (D. L. & L.M.):						
1st Mort., assumed by Leases....	1,000,000	8	Jan. & July.	New York.	1886	101	1st Mortgage traffic guar.....	770,000	8	Jan. & July.	New York.	1890	105
2d Mortgage, guar. by Leases....	500,000	8	March & Sept.	"	1879	85	2d Mortgage.....	81,000	8	May & Nov.	"	1886	....
Grand Trunk (Ca.):							Iowa Falls and Sioux City:						
Equipment Bonds £500,000.....	2,500,000	6*	April & Oct.	London.	1877	....	1st Mortgage.....	2,960,000	7	April & Oct.	New York.	1917	99
Equip'm't Bonds No. 2 £500,000	2,500,000	6*	Jan. & July.	"	1920	....	Iowa Midland (C. & N. W.):						
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	Perp.	....	1st Mort., £15,000 p.m., guar....	1,350,000	8	April & Oct.	New York.	1900	102
1st Preference Bonds £3,218,148	16,090,748	5*	Jan. & July.	"	Irred.	....	Ironton (Penn.):						
2d Preference Bonds £2,237,808	11,639,040	4*	"	"	"	....	1st Mortgage.....	100,000	7	May & Nov.	Philadelphia.	1875	....
3d Preference Bonds £1,363,910	6,819,550	4*	"	"	"	....	Ithaca and Athens (Penn.):						
Provincial Debenture £3,111,500	15,567,500	....	.....	Ottawa.	....	....	1st Mortgage gold, skg fund....	600,000	7*	Jan. & July.	New York.	1890	107
Great Western of Canada:							Jackson, Lansing & Saginaw (MO):						
Mortgage Bonds £127,000.....	635,000	6	Jan. & July.	London.	1876	....	1st Mortgage guar.....	1,277,000	8	Jan. & July.	New York.	1885	99
Mortgage Bonds £547,000.....	2,735,000	5	April & Oct.	"	77-'78	....	1st Mort. (Northern Ext.) guar.	687,000	8	May & Nov.	"	1890	...
New Bonds £1,000,000.....	5,000,000	6	June & Dec.	"	1890	....	Consolidated Mortgage (236 m.)	2,001,000	8	March & Sept.	"	1891	92
Debenture Bonds £1,743,160...	8,716,800	5	Jan. & July.	"	Perp.	....	Jacksonville, North West & S. East:						
Great Western Railway of 1869:							1st Mortgage.....	610,000	7*	Jan. & July.	New York.	1902	....
1st Mort., ass'd by T. W. & W.	2,500,000	7	Feb. & Aug.	New York.	1888	104*	Jacksonville, Pensac. and Mobile:						
2d Mort., " " " " " "	2,500,000	7	May & Nov.	"	1893	74*	1st Mortgage.....	472,000	7	Jan. & July.	New York.	1890	....
Green Bay and Minnesota:							2d Mortgage.....	3,000,000	8	"	"	1899	....
1st Mortgage.....	3,300,000	7*	Feb. & Aug.	.....	1900	....	Jamestown & Frank. (L.S. & M. So.):						
Greenville and Columbia:							1st Mortgage guaranteed.....	433,000	7	Jan. & July.	New York.	1897	...
1st Mortgage guar. by S. Car.....	1,428,548	7	Jan. & July.	Columbia.	81-'86	....	2d Mortgage guaranteed.....	500,000	7	June & Dec.	"	1894	...
1st Mortgage not guaranteed.....	376,766	7	"	"	81-'86	....	Jefferson (Erie):						
Greenwich and Johnsonville:							1st Mort. (Hawley Section)....	204,000	7	Jan. & July.	New York.	1887	83
1st Mortgage.....	185,000	7	May & Nov.	New York.	1889	....	2d Mort. ("")	84,000	7	"	"	1889	...
Gulf, Western Texas and Pacific:							1st Mort. (Carbondale Section)..	2,000,000	7	"	"	1899	...
1st Mortgage (Construction)....	1,386,000	7*	Jan. & July.	.....	1902	....	Jeffersonville, Madison & Indian:						
Hannibal and Naples (T.W. & W.):							1st Mortgage consol.....	2,474,000	7	April & Oct.	New York.	1906	....
1st Mortgage.....	675,000	7	May & Nov.	New York.	1898	33	2d Mortgage consol.....	2,000,000	7	Jan. & July.	"	1910	...
2d Mortgage.....	125,000	7	Jan. & July.	"	1890	....	1st Mortgage (Ind. & Mad.) guar.	397,000	7	May & Nov.	"	1881	...
Hannibal & Cent. Mo. (T.W. & W.):							Jersey City and Albany:						
1st Mortgage, tax free.....	1,000,000	7	May & Nov.	New York.	1890	90	1st Mortgage.....	250,000	7*	Jan. & July.	New York.	1913	...
2d Mortgage.....	250,000	7	"	"	1892	76	1st Mortgage (Ridgely Park).	300,000	7	May & Nov.	"	1912	...
Hannibal and St. Joseph:							Joliet and Chicago (C. & Alton):						
Missouri State Loan.....	1,500,000	6	Jan. & July.	New York.	87-'94	105	1st Mortgage skg fund guar....	338,000	8	Jan. & July.	New York.	1882	106
Missouri State Loan.....	1,500,000	6	"	"	87-'98	....	Junction, Philadelphia:						
Fifteen years' bonds (277 m.)...	4,000,000	8	March & Sept.	"	1885	102*	1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	Philadelphia.	1882	105
1st Mort. (Q. & Palm R.R. 15 m.)	600,000	8	Feb. & Aug.	"	1892	....	2d Mortgage not guaranteed....	300,000	6	April & Oct.	"	1900	103
1st Mort. (K. City & Cam. R.R. 55 m)	1,200,000	10	Jan. & July.	"	1886	....	Junction and Breakwater:						
General Land Mortgage (277 m.)	.....	7	April & Oct.	"	1888	....	1st Mort. guar. by Delaware....	352,000	6	Jan. & July.	New York.	1900	....
Harlem Extension:							Kalamazoo, Allegan & Gr. Rapids:						
1st Mortgage.....	4,000,000	7	Jan. & July.	New York.	1890	....	1st Mort. assumed by L.S. & M. So.	840,000	8	Jan. & July.	New York.	1888	9

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Kansas Pacific:							Louisville, Cin. and Lexington:						
1st Mort. (1st Div. 140 m.) gold..	2,240,000	6*	Feb. & Aug.	N. Y. & St. Lo.	1895	104 1/2	Bonds to State of Kentucky.....	74,519	6	Jan. & July.	New York.	Perp.	....
1st Mort. (2d Div. 253.94 m.) gold	4,083,000	6*	June & Dec.	"	1896	104 1/2	1st Mortgage for Cincinnati Br.	3,000,000	6	"	"	1897	....
1st M. (3d Div. 244.66m. & 3,000,000a)	6,411,000	7*	May & Nov.	N. Y. L. & F.	1899	73 1/2	2d Mortgage for \$1,900,000.....	878,000	8	April & Oct.	"	1900	....
1st Mort. (1,000,000 acres).....	187,000	7	March & Sept.	N. Y. & St. Lo.	1911-70	....	Louisville Loan.....	100,000	6	Jan. & July.	"	1881	....
1st Mort. (2,000,000 acres) gold....	1,722,250	7*	Jan. & July.	N. Y., L. & F.	1890	67	1st Mort. (Louisville & Frank't)	39,000	6	"	"	1881-78	....
2d Mort. (") gold.....	1,500,000	7*	March & Sept.	"	1896	18	1st Mort. (Louis., Cin. and Lex.)	21,000	8	April & Oct.	"	1902	....
1st Mort. (Leavenworth Branch)	600,000	7	May & Nov.	N. Y. & St. Lo.	1896	40	1st Mortgage (Shelby R. R.)....	88,500	8	June & Dec.	"	1881	....
2d Mortgage (Gov't Subsidy)....	6,303,000	6	Jan. & July.	U. S. Treas.	1905-97	....	Louisville and Nashville:						
3d Mortgage (Income).....	4,275,350	7	March & Sept.	N. Y., L. & F.	1916	....	Ten Year Mortgage Gold bonds	2,000,000	7*	May & Nov.	New York.	1883	87 1/2
Kent County (Del.)							Mort. main office lot & building	80,000	7	"	Louisville.	1883	....
1st Mortgage for \$500,000.....	400,000	6	Jan. & July.	Philadelphia.	1880	....	1st Mort. (Leb. Br. Ext. 73.2m.)	88,000	7	"	"	1880-86	....
Kentucky Central:							1st Mort. (Memphis and Ohio)...	3,500,000	7	June & Dec.	New York.	1901	....
2d Mort. (Covington & Lexington)	844,000	7	March & Sept.	New York.	1883	....	1st Mort. (Memph. & Clarksv. Br.)	2,389,710	6*	Feb. & Aug.	"	1902	....
3d Mortgage.....	237,000	7	June & Dec.	"	1885	....	Consol. M. for \$8,000,000 (392 m.)	7,109,000	7	April & Oct.	"	1898	101 1/2
Keokuk and Des Moines:							Louisville Loan.....	849,000	6	"	"	1880-87	....
1st Mortgage.....	1,947,000	7	April & Oct.	New York.	1904	....	Louisville Loan (Lebanon Br.)	225,500	6	May & Nov.	"	1886	....
Funded Interest.....	254,300	8	"	"	1884	....	Louisv. Loan (Leb. Br. Exten.)	333,000	6	April & Oct.	Louisville.	1896	99
Keokuk and St. Paul (C.B. & Q.):							Louisv. N. Al. & St. Lo. Air-Line:						
1st Mortgage traffic guar.....	317,000	8	April & Oct.	Boston.	1879	101 1/2	1st Mortgage gold, \$25,000 p. m.	2,875,000	7*	Jan. & July.	New York.	1892	....
La Crosse, Trempealeau & Prescott:							Macon and Augusta:						
1st Mort. assumed by C. & N.W.	1,000,000	10	April & Oct.	New York.	1878	....	1st Mortgage end. by Ga. R. R.	300,000	7	Jan. & July.	New York.	1877	....
Laf., Blooming. & Miss. (T.W. & W.)	1,300,000	7*	Feb. & Aug.	New York.	1891	70	1st Mortgage not endorsed.....	100,000	7	"	"	1887	....
1st Mortgage gold guar.....	1,300,000	7*	Feb. & Aug.	New York.	1891	70	Construct. Mort. end. by Ga. R.R.	370,000	7	"	"	1879	....
Laf., Muncie & Bloom. (T.W. & W.)	1,500,000	7*	Feb. & Aug.	New York.	1901	40	Macon and Brunswick:						
1st Mortgage gold guar.....	1,092,000	7	April & Oct.	New York.	1892	....	1st Mort. endorsed by Ga.....	1,900,000	7	Jan. & July.	New York.	1887	....
2d Mortgage.....	590,000	7	Jan. & July.	"	1903	....	1st Mort. " " " " " "	600,000	7	May & Nov.	"	1900	....
Lake Erie and Louisville:							2d Mortgage.....	1,100,000	7	April & Oct.	"	1889	....
1st Mortgage.....	1,433,200	7*	Jan. & July.	New York.	1897	....	Equipment Mortgage.....	150,000	7	"	"	1879	....
2d Mortgage.....	588,000	7	April & Oct.	New York.	1879	....	Madison and Portage:						
Lake Shore & Michigan South'n:							1st Mort. guar. by Chi. and Sup.	600,000	7*	April & Oct.	New York.	1890	....
Sinking Fund Mortgage.....	7,925,000	7	Jan. & July.	"	1900	116	Maine Central:						
Consol. Mort. S.F. Regist'd.....	9,205,000	7	June & Dec.	"	1903	102 1/2	Consolidated Mortgage.....	2,796,500	7	April & Oct.	Boston.	1912	89 1/2
2d Consol. Mort. for \$25,000,000	3,234,000	7	April & Oct.	"	1882	....	\$1,100,000 Loan, tax free.....	756,880	6	Jan. & July.	"	1898	91
Bonds of 1892 (Reg. & Coupon)	1,293,000	7	"	"	1899	111	Extension (gold) Loan.....	495,500	6	April & Oct.	"	1900	....
Lake Shore Dividend Bonds.....	1,000,000	7	Jan. & July.	"	1880	....	1st Mort. (Belfast & Moosehead)...	150,000	3*	May & Nov.	Belfast & Bos.	1890	....
Reg. Mort. (Clev., Pain. & Ash.)	1,000,000	7	April & Oct.	"	1892	....	\$1,100,000 (A. & Ken.) Loan....	1,100,000	6	Jan. and July.	Boston.	1900-91	96
3d Mort. (") " " " " "	5,256,000	7	May & Nov.	"	1885	....	1st Mortgage (Portland & Ken.)	217,300	6	April & Oct.	Augusta.	1885	....
2d Mort. (") " " " " "	1,695,000	7	Jan. & July.	"	1885	....	Consol. (Port. & Kennebec) Loan	1,165,700	6	"	Boston.	1895	93 1/2
1st Mort. (Cleveland & Toledo)	819,000	7	April & Oct.	"	1886	....	2d Mort. (Barneset & Kennebec)	260,000	6	June & Dec.	"	1876	....
2d Mort. (") " " " " "	200,000	7	Jan. & July.	"	1882	....	1st Mort. (Leeds & Farmington)	683,000	6	Jan. & July.	"	1901	....
Mort. Bonds (Buffalo and Erie)	300,000	7	March & Sept.	"	1886	....	Bath (Androscooggin) Loan....	425,000	6	"	"	1891	....
Mort. Bonds (") " " " " "	2,844,000	7	April & Oct.	"	1899	....	Mansfield & Framing. (B.C. & F.):						
1st M. (Detrit, Monroe & Toledo)	924,000	7	Feb. & Aug.	"	1906	....	1st Mortgage, guaranteed.....	300,000	7	Jan. & July.	Boston.	1880	95
1st M. (Kalam. & White Pigeon)	400,000	7	Jan. & July.	"	1890	....	Marietta and Cincinnati:						
1st M. (School. & Three Rivers)	100,000	8	"	"	1887	....	1st Mortgage, Sterling.....	1,050,000	7*	Feb. & Aug.	London.	1891	....
1st M. (Kalamaz. & Schoolcraft)	100,000	8	"	"	1887	....	1st Mortgage Dollar.....	2,450,000	7	"	Baltimore.	1891	83
1st M. (Kal., Allegan & Gr. Rap.)	840,000	8	"	"	1888	....	2d Mortgage Dollar.....	2,500,000	7	May & Nov.	"	1898	26 1/2
1st M. (Jamestown & Franklin)	422,000	7	"	"	var	....	3d Mortgage Dollar.....	3,000,000	8	Jan. & July.	"	1900	11
2d M. (") " " " " "	600,000	7	June & Dec.	"	1894	....	4th Mortgage.....	2,004,000	8	April & Oct.	"	1908	....
Lake Shore & Tuscawawas Valley:							1st Mort. (Scioto & Hock. Val.)	300,000	7	May & Nov.	"	1888	....
1st Mortgage gold.....	2,000,000	7*	April & Oct.	Cleveland, O.	1901	....	Marietta, Pittsburg & Cleveland:						
2d Mortgage, for \$1,000,000....	690,000	7	"	"	1892	....	1st Mortgage gold.....	1,500,000	7*	Feb. & Aug.	New York.	1895	....
Elyria and Black Riv. b'ds ass'd	180,000	7	May & Nov.	"	1892	....	Marquette, Houghton & Ontonagon:						
Lake Superior & Mississippi:							1st Mortgage (Marq. & Ont.)...	1,760,000	8	Jan. & Dec.	New York.	1892	90 1/2
1st Mort. skg fund gold tax free.	4,500,000	7*	Jan. & July.	N.Y.-Bost.-Ph.	1896	20 1/2	1st Mort. (Houghton and Ont.)...	2,000,000	8	Jan. & July.	"	1892	....
2d Mort. gold tax free and conv.	3,200,000	7*	April & Oct.	"	1900	....	Consolidated Mortgage.....	1,454,000	8-10	Various.	"	192-93	....
Income Bonds.....	3,200,000	10	"	"	1902	....	Massachusetts Valley (C. & P. R.):						
Lawrence (P. Ft. W. & Chi.):							1st Mortgage guaranteed.....	400,000	6*	Jan. & July.	Boston.	1889	90
1st Mortgage, guaranteed.....	355,000	7	Feb. & Aug.	New York.	1895	....	Maryland and Delaware:						
Leavenworth, Atch. & N. West'n	500,000	7	April & Oct.	New York.	1899	....	1st Mortgage.....	850,000	6	May & Nov.	Boston.	1885	....
1st Mort. guar. by Pac. of Mo.:	5,000,000	10	Jan. & July.	N. Y. & Bost.	1899	25	2d Mortgage.....	150,000	6	June & Dec.	"	1889	....
Leaven. Lawrence & Galveston:	720,000	10	May & Nov.	Boston.	1890	....	Massillon & Cleve. (C.M. V. & D.)						
1st Mort. skg fund conv., gold....	160,000	8	June & Dec.	"	1891	....	1st Mortgage guaranteed, gold..	100,000	7*	Jan. & July.	New York.	1890	....
1st Mort. (K. C. & San. Fe) guar.	300,000	7	Feb. & Aug.	Philadelphia.	1897	....	Maysville and Lexington:						
1st Mort. (Southern Kan.) guar.	300,000	7	Feb. & Aug.	Philadelphia.	1897	....	1st Mortgage.....	500,000	7*	Jan. & July.	New York.	1890	....
Lehigh and Lackawanna:							Memphis and Charleston:						
1st Mortgage tax free.....	5,000,000	6	June & Dec.	Philadelphia.	1898	112 1/2	1st Mortgage, convertible.....	1,283,000	7	March & Sept.	New York.	1880	99
Lehigh Valley:							2d Mortgage.....	1,000,000	7	Jan. & July.	"	1885	....
1st Mortgage (new loan).....	6,000,000	6	March & Sept.	"	1910	118	Tennessee State Loan.....	1,314,142	6	"	"	1888	....
1st Mortgage (") reg.	5,000,000	6*	June & Dec.	"	1922	102 1/2	Income Bonds.....	600,000	10	March & Sept.	"	1878-79	....
2d Mortgage for \$6,000,000....	5,000,000	6*	"	"	1922	....	Memphis and Little Rock:						
General Mort. for \$40,000,000. }							1st Mortgage (Land Grant)....	1,300,000	8	May & Nov.	New York.	1890	....
General Mort., registered.....	1,545,000	7	May & Nov.	Philadelphia.	1902	....	2d Mortgage.....	1,000,000	8	"	"	1890	....
Lewisb. Centre & Spruce C. (P. & E.):							Michigan Air Line (Mich. Cent.):						
1st Mortgage.....	900,000	6*	June & Dec.	New York.	1899	....	1st Mort. (South Bend Div.) ass'd	300,000	8	May and Nov.	New York.	1890	90
Lexington & St. Louis (A. & P.):							Michigan Central:						
1st Mortgage gold.....	1,490,000	6	May & Nov.	New York.	1883	97 1/2	1st Mortgage, convertible.....	555,000	8	April & Oct.	Boston.	1882	....
Little Miami:							1st Mortgage sinking fund conv.	2,179,000	8	"	"	1882	....
Street Connection Bonds.....	625,000	6	Jan. & July.	Cincinnati.	1884	....	Consol. Mortgage for \$10,000,000	8,000,000	7				

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Minneapolis & St. L. (B. O. R. & N.)	\$ 150,000	7	Jan. & July.	New York.	1911	75	N. O., Jack. & G. N. (N. O. St. L. & C.)	\$ 3,000,000	8	Jan. & July.	New York.	1886	....
1st Mortgage gold, guaranteed.							1st Mortgage	1,500,000	8	April & Oct.	"	1890	....
Minnesota and North Western:							2d Mortgage for \$3,000,000						
1st Mort. gold, skg fd & tax free	20,000 pm	7	Jan. & July.	Detroit.	1890	....	New Orleans, Mobile and Texas:						
Mississippi Cent. (N. O. St. L. & Chi.)							1st Mort. (Mobile to N. Orleans)	4,000,000	7	Jan. & July.	N. Y. & Lond.	1915	....
1st Mortgage	1,012,500	7	May & Nov.	New York.	74-84	....	1st Mort. (N. Orleans to Texas)	7,250,000	8	"	"	1915	....
2d Mortgage	2,000,000	8	Feb. & Aug.	"	1886	....	2d Mort. endorsed by Louisiana.	2,825,000	8	"	"	1915	....
General Mort. for \$5,000,000 gold	3,708,500	7	May & Nov.	"	1912	....	New York, Boston and Montreal:						
Mississippi, Ouchita & Red Riv.							1st Mortgage for \$12,250,000	6,250,000	7	Feb. & Aug.	N. Y. or Lond.	1889	....
1st Mortgage gold	2,040,000	7	Jan. & July.	.....	1900	....	New York & Canada (D. & H. C.):						
Mississippi and Tennessee:							1st Mort. for \$800,000, guar.	4,000,000	6	May & Nov.	London.	1904	....
1st Mortgage, Series A	1,000,000	8	April & Oct.	Memphis.	1902	....	New York Central & Hudson R. Co.						
2d Mortgage, Series B	1,100,000	8	Jan. & July.	"	1902	....	Debt Certificates (N. Y. Cent.)	6,632,900	6	May & Nov.	New York.	1883	108 1/2
Mississippi Valley and Western:							Bonds for R. & N. F. stk (")	74,500	6	May & Nov.	"	1883	....
1st Mortgage \$20,000 p. m.	800,000	7	Feb. & Aug.	New York.	1902	....	Bonds for R. R. Stocks (")	692,000	6	"	"	1883	162 1/2
Missouri, Iowa and Nebraska:							Bonds for Real Estate (")	167,000	6	"	"	1883	103
1st Mortgage gold, sinking fund.	2,000,000	7	June & Dec.	.....	1910	....	Bonds of 1884 renewed (")	2,391,900	6	June & Dec.	"	1887	107 1/2
Missouri, Kansas and Texas:							2d Mort. (Hudson River) S. F.	1,794,000	7	"	"	1885	111
1st Mort. (U. Pac. S. Br.) skg fund	2,616,000	6	Jan. & July.	New York.	1899	....	Bonds of 1871, tax free	1,950,000	7	April & Oct.	"	1891	....
1st Mort. (Febo & Neesho) S. F.	349,000	7	June & Dec.	"	1903	....	1st Mort., coup. for \$30,000,000	18,465,000	7	Jan. & July.	"	1903	120
Consol. Land Grant, skg fd gold	10,418,000	7	Feb. & Aug.	"	1904	47 1/2	1st Mort., reg'd for \$2,000,000	9,733,333	6	"	London.	1903	....
First Additional Consol. Mort.	2,500,000	7	"	"	1905	....	New York and Harlem:						
Second Add. Consol. Mort.	1,184,000	7	"	"	1906	15 1/2	Sinking Fund Mortgage of 1861.	107,704	7	Jan. & July.	New York.	1881	....
Third Additional Consol. Mort.	600,000	7	"	"	1906	....	Consol. Mort. of 1872, coupon.	10,500,000	7	May & Nov.	"	1900	118 1/2
Missouri River, Ft. Scott & Gulf:							Consol. Mort. of 1872, reg...				"	1900	115
1st Mortgage, Land Grant, S. F.	5,000,000	10	Jan. & July.	New York.	1889	76	New York Elevated:						
2d Mortgage	2,000,000	10	April & Oct.	N. Y. & East.	1890	15 1/2	1st Mortgage	7,000,000	7	Jan. & July.	New York.	1906	92 1/2
Mobile and Girard:							N. York, Housatonic & Northern:						
1st Mortgage	377,500	7	Jan. & July.	Savannah.	1876	....	1st Mortgage	1,500,000	7	April & Oct.	New York.	1902	...
2d Mort. end. by Cent. R. R. of Ga.	300,000	8	"	"	1889	....	New York, Kingston & Syracuse:						
Plain bonds	33,500	8	"	"	1887	....	1st Mort. for \$4,000,000	2,500,000	7	Jan. & July.	New York.	1902	...
Mobile and Montgomery:							New York, N. Haven & Hartford:						
1st Mort. end. by State of Ala.	2,434,000	8	May & Nov.	New York.	1900	....	1st Mort. (Harlem & Portchester)	2,000,000	7	.....	New York.	1903	....
2d Mortgage	800,000	8	"	"	1900	....	New York and New England:						
Mobile and Ohio:							1st mortgage, old	923,000	7	March & Sept.	Boston.	1884	....
1st Mortgage Sterling	5,688,000	6	May & Nov.	Mo. & Lond.	1883	....	1st mortgage, new	243,000	7	Jan. & July.	"	1905	....
Interest bonds	1,524,300	8	"	"	Mobile.	76-83	New York and Oswego Midland:						
Sterling Interest bonds	769,920	6	"	"	London.	1883	1st Mortgage gold, tax free	8,000,000	7	Jan. & July.	New York.	1894	....
Tennessee Substitution Bonds	1,688,000	7	Jan. & July.	N. Y. & Lond.	1901	....	2d Mortgage convertible	2,500,000	7	May & Nov.	"	1895	....
Special Mort. (Gainesville Br'h)	50,000	8	May & Nov.	Mobile.	....	....	2d Mortgage non-convertible	1,500,000	7	"	"	1896	....
2d Mortgage	1,453,358	8	March	"	1877	....	3d Mort., Equipment	3,800,000	7	.....	"	....	....
Consol. Mort. for \$15,000,000	977,560	7	Jan. & July.	N. Y. & Lond.	1904	....	1st Mort., (West. Extension)	2,425,000	7	.....	"	....	....
Convertible 3 per cent. bonds	977,560	8	M. J. S. & D.	New York.	....	....	Consolidated Mortgage	1,200,000	7	.....	"	....	....
Montclair (N. Y. and O. Mid.):							New York, Providence & Boston:						
1st Mortgage gold, guar.	1,800,000	7	March & Sept.	New York.	....	....	1st Mortgage	75,000	6	Feb. & Aug.	New York.	1878	....
2d Mortgage	780,000	7	"	"	....	....	Extension Bonds	250,000	6	May & Nov.	"	78-81	....
Income Mortgage	888,400	7	"	"	....	....	General Mort. for \$1,000,000	837,000	7	Jan. & July.	"	1899	118 1/2
Montgomery and Erie (Erie):							Norfolk & Petersburg (A. M. & O.):						
1st Mortgage	127,000	7	May & Nov.	New York.	1888	....	1st Mortgage	806,000	8	Jan. & July.	New York.	1877	88
2d "	47,000	7	April & Oct.	"	1887	....	1st Mortgage	167,000	7	"	"	1877	91 1/2
Montgomery and Eufaula:							2d Mortgage	464,000	8	"	Norfolk.	1883	86
1st Mortgage end. by Ala. gold.	1,040,000	6	March & Sept.	New York.	1886	....	North Carolina:						
1st Mortgage not endorsed	830,000	8	June and Dec.	"	1900	....	1st Mortgage	210,000	8	May & Nov.	Co's Shops, N. O.	1888	....
Monticello and Fort Jarvis:							North Eastern (S. Car.):						
1st Mortgage gold, tax free	500,000	7	J. A. J. & O.	New York.	1890	....	1st Mortgage	820,000	8	March & Sept.	Charleston.	1899	....
Morris and Essex (D. L. & W.):							2d Mortgage	282,500	8	"	"	1899	....
1st Mortgage sinking fund, guar.	5,000,000	7	May & Nov.	New York.	1914	117	North Missouri (St. L., K. C. & N.):						
2d Mortgage guar.	8,000,000	7	Feb. & Aug.	"	1891	107 1/2	1st Mortgage	3,000,000	7	Jan. & July.	New York.	1895	10 1/2
Convertible bonds	384,000	7	Jan. & July.	"	1900	81	North Pennsylvania:						
Construction bonds	675,000	7	Feb. and Aug.	"	1889	86	1st Mortgage	1,930,500	6	Jan. & July.	Philadelphia.	1886	108 1/2
Gen'l M. (1st on Boonton Br.) gr.	4,991,000	7	April & Oct.	"	1901	100	2d Mortgage	1,500,000	7	May & Nov.	"	1896	112
Special Mortgage	1,025,000	7	"	"	1915	93	General Mortgage	2,035,000	7	Jan. & July.	"	1903	108
Consol. mort. for \$25,000,000 guar	3,239,000	7	June & Dec.	"	1915	93	North Shore (Flush., N. S. & Cent):						
Nashville, Chattanooga & St. Louis:							1st Mortgage	135,000	7	Feb. & Aug.	New York.	1887	....
1st Mort., endorsed by Tenn.	1,100,000	6	Jan. & July.	New York.	74-83	....	Northern Central:						
2d Mort. (Held by U. S. Gov.)	1,000,000	4	"	"	81-91	....	1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Annapolis.	1885	106 1/2
New Mortgage	4,700,000	7	"	"	1913	100 1/2	2d Mortgage S. F. Coupon	1,490,000	6	Jan. & July.	Baltimore.	1900	101
Nashville and Decatur (L. & Nash.):							3d Mortgage Coupon	1,126,000	6	April & Oct.	Phila. & B. R.	1900	94
1st Mortgage sinking fund, guar.	1,900,000	7	Jan. & July.	New York.	1900	99 1/2	Mortgage coupon	2,599,000	6	Jan. & July.	Baltimo	1900	....
2d Mortgage gold	206,000	6	April & Oct.	Nashville.	1887	....	Mortgage registered	205,000	6	April & Oct.	"	1900	....
Nashua and Lowell:							Consol. General Mort. S. F.	4,518,000	6	Jan. & July.	Lond. & Balt.	1904	....
Bonds for freight depot	200,000	6	Feb. & Aug.	Boston.	1892	104 1/2	Second General Mort. coupon	3,000,000	5	"	Baltimore.	1926	80
Newark & New York (C. of N. J.):							Second General Mort. coupon	1,900,900	6	"	"	1926	...
1st Mortgage guar.	600,000	7	Jan. & July.	New York.	1891	....	Northern New Jersey (Erie):						
Newark, Somerset & Stralleville:							1st Mortgage skg fd guar.	400,000	7	Jan. & July.	Jersey O	1878	....
1st Mortgage gold	860,000	7	May & Nov.	New York.	1889	98	North Pacific:						
New Bedford:							1st Mort. on R. R. & lands gold.	4,000,000	7 1/2	Jan. & July.	New York.	1900	26
1st Mort. (New Bed. & Taunton)	171,500	6	Jan. & July.	Boston.	1881	98 1/2	Northwestern Virginia:						
New Issue for \$300,000	400,000	7	"	"	1894	105	3d Mort., assumed by B. and O	140,000	6	Jan. & July.	Baltimore.	1885	100 1/2
New Haven and Derby:							Northwestern Union (C. & N. W.):						
1st Mortgage	525,000	7	Various.	New Haven.	98-100	....	1st Mortgage	3,500,000	7	March & Sept.	New York.	1917	....
New H. Middle'tn & Willman:							Norwich & Worcester (R. H. & E.):						
1st Mortgage (coup. & reg.)	2,000,000	7	May & Nov.	New York.	1889	....	1st Mort. Mass. Loan, skg. fd.	400,000	6	Jan. & July.	Boston.	1877	....
2d Mortgage	2,000,000	7	"	"	1881	....	Construction Bonds	400,000	6	March & Sept.	"	1897	....
New Haven and Northampton:							Nyack and Northern:						
1st Mortgage	1,000,000	7	Jan. & July.	N. Y. & N. H.	1899	....	1st Mortgage	150,000	7	Jan. & July.	New York.	1890	....
Convertible bonds, tax free	750,000	6	April & Oct.	"	80-82	....	Ogdensburg						

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Oil Creek (Pittsb., T. & Buffalo):							Philadelphia, Wilmington & Balt:						
1st Mortgage.....	580,000	7	April & Oct.	Philadelphia.	1898	75	Mortgage Loan, convertible....	262,000	6	Jan. & July.	Phila. & Balt.	1884	108 1/2
Omaha and Northwestern:							Loan of 1887.....	1,000,000	6	April & Oct.	" "	1887	108
1st Mort. Land Grant, Gold.....	16,000 pm	7 3/4	Jan. & July.	New York.	1901	....	Loan of 1872.....	700,000	6	" "	" "	1892	108 1/2
Omaha and Republican Valley:							Loan of 1875.....	800,000	6	" "	" "	1900	108
1st Mortgage.....		6	F. M. A. & N.	.....	1895	....	Pleokering Valley (Phila. & Rdg.):						
Omaha and Southwestern:							1st Mortgage, guaranteed.....	231,800	7	April & Oct.	Philadelphia.	1900	58
1st Mortgage \$20,000 p. m.....	1,024,000	8	June & Dec.	Boston.	1896	113	Pittsburg, Cin. & St. Louis (Pa.):						
Oregon and California:							1st Mort. (Col. & Newark Div.)	775,000	7	Jan. & July.	Philadelphia	1890	....
1st Mortgage gold.....	10,980,000	7 1/2	April & Oct.	New York.	....	....	1st Mort. (Steub. & Ind.) conv.	3,000,000	6	Monthly.	New York.	1884	96
Ozage Valley & Southern Kansas:							Consol. Mortgage for \$10,000,000.	8,222,000	7	Feb. & Aug.	Philadelphia.	1890	92 1/2
1st Mortgage (5-20 years).....	200,000	10	Jan. & July.	New York.	1888	....	Consolidated 2d Mortgage.....	2,500,000	7	April & Oct.	" "	1913	....
Oshkosh & Miss. (C. M. & S. P.):							Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage.....	240,000	8	Jan. & July.	New York.	1891	....	1st Mortgage (Series A).....	875,000	7	Jan. & July.	New York.	1912	121 1/2
Oswego and Rome (B. W. & O.):							1st Mortgage (Series B).....	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage.....	500,000	7	May & Nov.	New York.	1916	....	1st Mortgage (Series C).....	875,000	7	March & Sept.	" "	1912	....
Income Mortgage.....	112,100	6	Feb. & Aug.	" "	1891	....	1st Mortgage (Series D).....	875,000	7	April & Oct.	" "	1912	....
Oswego and Syracuse (D. L. & W.):							1st Mortgage (Series E).....	875,000	7	May & Nov.	" "	1912	....
1st Mortgage, guaranteed.....	201,000	7	May & Nov.	New York.	1885	....	1st Mortgage (Series F).....	875,000	7	June & Dec.	" "	1912	....
Ottawa, Oswego & Fox River:							2d Mortgage (Series G).....	860,000	7	Jan. & July.	" "	1912	117 1/2
1st Mortgage guar. by C. B. & Q.	1,079,000	8	Jan. & July.	N. Y. & Bost.	1900	112 1/2	2d Mortgage (Series H).....	860,000	7	Feb. & Aug.	" "	1912	....
Owensboro and Russellville:							2d Mortgage (Series I).....	860,000	7	March & Sept.	" "	1912	....
1st Mortgage for \$1,500,000.....	1,500,000	8	Feb. & Aug.	New York.	1892	....	2d Mortgage (Series J).....	860,000	7	April & Oct.	" "	1912	....
Pacific of Missouri:							2d Mortgage (Series K).....	860,000	7	May & Nov.	" "	1912	....
1st Mortgage gold.....	7,000,000	6 1/2	Feb. & Aug.	New York.	1888	104 1/2	2d Mortgage (Series L).....	860,000	7	June & Dec.	" "	1912	....
2d Mortgage sinking fund.....	2,650,000	7	Jan. & July.	" "	1891	101 1/2	2d Mortgage (Series M).....	860,000	7	Jan. & July.	" "	1912	109
3d Mortgage.....	4,000,000	7	May & Nov.	" "	....	....	Constructive bonds of Jan. 1, '70	100,000	7	Jan. & July.	New York.	1887	....
St. Louis County Debt.....	700,800	7	Monthly.	St. Louis.	1885	....	Equipment bonds.....	1,000,000	8	March & Sept.	" "	1884	....
Real Estate Bonds.....	800,000	8	May & Nov.	New York.	1892	....	Pittsburg, Va. and Charleston:						
1st Mort. (Carondelet Branch).....	500,000	6 1/2	April & Oct.	" "	1893	70	1st Mortgage.....	700,000	7	April & Oct.	New York.	1902	....
Paducah and Memphis:							Pittsburg, Washington & Baltimore:						
1st Mortgage gold for \$2,808,000.	1,541,000	7 1/2	Feb. & Aug.	New York.	1902	....	1st Mort. (Pittsb. & Conn'sville)	4,000,000	7	Jan. & July.	Baltimore.	1898	90 1/2
Panama:							2d Mort. do. (Balt. Loan).....	5,000,000	6	May & Nov.	" "	1902	....
General Mortgage, stg \$597,800.	2,905,208	7 1/2	April & Oct.	London.	1897	....	1st Mort. (Turtle Cr. Div. 10 1/2 m)	400,000	6	Feb. & Aug.	Pittsburg.	1889	....
Paris and Decatur:							Real Estate Mortgage.....	100,000	6	.....	Baltimore.	1883	....
1st Mortgage gold, S. F.....	1,300,000	7 1/2	Jan. & July.	N. Y. & Lond.	1892	....	Plymouth, Kankakee & Pacific:						
Patterson and Newark (Erie):							1st Mortgage for \$3,600,000.....	20,000 pm	7 1/2	Jan. & July.	New York.	1901	....
1st Mortgage guaranteed.....	500,000	7	Jan. & July.	New York.	1878	....	Port Huron and Lake Michigan:						
Pekin, Line & Decatur (T. W. & W.):							1st Mortgage gold, for \$1,800,000	1,800,000	7 1/2	May & Nov.	New York.	1899	....
1st Mortgage guaranteed.....	1,076,000	7	Feb. & Aug.	New York.	1900	60	Portland & Ogden (Me. & N. H.):						
Pemberton & Hights (U. O. of N.J.):							1st Mort. (Maine Section) gold.....	800,000	6 1/2	Jan. & July.	Boston.	1900	....
1st Mortgage guaranteed.....	100,000	7	Jan. & July.	Philadelphia.	1889	105	Consol. Mort. gold, for \$3,300,000	149,000	6 1/2	May & Nov.	" "	1901	15
Pennsylvanian (Mich.) Railway:							Portland and Ogdenburg (Vt.):						
1st Mortgage gold (S. F.) 1st series	1,800,000	7 1/2	May & Nov.	N. Y. or Lond.	1899	....	1st Mortgage gold, for \$2,300,000	1,200,000	6 1/2	May & Nov.	N. Y. & Bost.	1891	46
1st Mortgage gold (S. F.) 2d series	2,000,000	7 1/2	" "	" "	1900	....	Portland and Oxford Central:						
2d Mortgage.....	540,000	7	Feb. and Aug.	New York.	1881	....	1st Mortgage of 1883.....	250,000	6	Jan. & July.	Portland.	1883	....
Pennsylvania:							Portland and Rochester:						
1st Mort. (Harrisburg to Pittsburg)	4,970,000	6	Jan. & July.	Philadelphia.	1880	105 1/2	1st Mort. (Portland Loan) skg fd	700,000	6	Jan. & July.	Boston.	1887	....
General Mortgage.....	19,999,700	6	J. A. J. & O.	Philadelphia.	1910	111	1st Mortgage (equal lien).....	100,000	7	April & Oct.	" "	1887	....
(General Mortgage, registered)							2d Mort. (Portland Loan).....	396,500	6	Mar. & Sept.	" "	1891	....
Consolidated Mortgage.....	29,250,000	6 1/2	Jan. & July.	London.	1905	100	Port Royal (S. C.):						
State lien for \$7,500,000, skg fd	4,572,110	5	April & Oct.	Philadelphia.	77-90	....	1st Mortgage gold, skg fd.....	2,000,000	7 1/2	May & Nov.	N. Y. & Lond.	1889	....
Pennsylvania Coal:							1st Mort. gold, guar. by Ga. R. R.	500,000	7 1/2	" "	" "	1889	....
1st Mortgage.....	487,500	7	Feb. and Aug.	New York.	1881	....	Portsmouth, Gt. Falls & Conway:						
Pennsylvania and Delaware:							1st Mort., guar. by Eastern R. R.	514,000	7	June and Dec.	Boston.	1893	75 1/2
1st Mortgage.....	1,083,000	7	Feb. & Aug.	Philadelphia.	1903	....	Poughkeepsie and Eastern:						
2d Mortgage.....	519,000	7	April & Oct.	" "	1903	....	1st Mort. gold, conv. & tax free.....	644,500	7 1/2	Jan. & July.	New York.	1910	....
Pennsylvania and New York (L. V.):							2d Mortgage.....	78,000	7	" "	" "	....	....
1st Mortgage guaranteed.....	1,500,000	7	June & Dec.	Philadelphia.	1896	110 1/2	Providence and Worcester:						
1st Mortgage guaranteed.....	1,500,000	7	" "	" "	1906	....	1st Mortgage.....	800,000	6	Jan. & July.	Providence.	1880	....
Peoria & Bureau Val. (O. R. L. & P.):							Stoughton Branch bonds.....	1,000,000	6	" "	" "	....	....
1st Mortgage guaranteed.....	600,000	8	Jan. & July.	New York.	1877	....	Quincy, Alton and St. Louis:						
Peoria & Hannibal (O. B. & Q.):							1st Mortgage gold.....	1,000,000	7 1/2	May & Nov.	Philadelphia.	1892	....
1st Mortgage, traffic guarantee..	277,000	8	Jan. & July.	Boston.	1878	100 1/2	Quincy and Palmyra:						
Peoria, Pekin and Jacksonville:							1st Mort. assumed by H. & St. Jo.	500,000	8	Feb. & Aug.	New York.	1892	....
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1894	....	Quincy and Toledo (T. W. & W.):						
2d Mort. conv. & tax free.....	1,000,000	7	April & Oct.	" "	1900	....	1st Mortgage, guaranteed.....	500,000	7	May & Nov.	New York.	1890	30
Peoria and Rock Island:							Quincy & Warsaw (C. B. & Q.):						
1st Mort. gold, conv. & tax free.....	1,500,000	7 1/2	Feb. & Aug.	N. Y. & Lond.	1900	....	1st Mortgage, guaranteed.....	725,000	6	Jan. & July.	Boston.	1890	111 1/2
2d Mortgage.....	150,000	10	Jan. & July.	New York.	1900	....	Reading and Columbia (P. & R.):						
Perkinston (Phila. and Rdg.):							1st Mort., Coupon, guaranteed.....	650,000	7	March & Sept.	New York.	1882	95
1st Mortgage, guaranteed.....	619,000	6	April & Oct.	Philadelphia.	1897	75	2d Mort., Coupon, guaranteed.....	350,000	7	June & Dec.	Columbia.	1884	....
Petersburg:							Rensselaer and Saratoga:						
1st Mortgage (instalments).....	241,500	8	Jan. & July.	New York.	79-98	84 1/2	2d Mortgage.....	800,000	7	Jan. & July.	Troy.	1880	....
2d Mortgage.....	500,000	8	" "	" "	1902	....	1st Mortgage.....	150,000	7	" "	" "	1887	....
Philadelphia and All. City:							1st Mort. (Saratoga & Whitehall)	400,000	7	March & Sept.	New York.	1886	....
Mortgage for \$500,000.....	350,000	7	Jan. & July.	Philadelphia.	1907	....	1st Mort. (Troy, Salem & Rutl.)	500,000	7	May and Nov.	" "	1890	....
Philadelphia and Baltimore Cent:							1st Mortgage (Glenn's Falls).....	125,000	7	Jan. & July.	" "	1894	....
1st Mortgage (Penn. Div. 36 1/2 m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....	Consol. Mort. for \$2,000,000.....	1,768,500	7	May and Nov.	" "	1921	116
1st Mortgage (Md. Div. 9 1/2 m.)	300,000	6	" "	" "	1891	....	New Gen'l Mort. for \$5,000,000.	1,092,000	6 1/2	" "	" "	....	....
2d Mortgage (Pa. & Md. 46 m.)	400,000	7	" "	" "	1900	....	Richmond and Danville:						
Philadelphia and Erie (Penn.):							Virginia State Loan, skg fund..	600,000	6	Jan. & July.	Richmond.	1880	....
1st Mort. (Sunbury & Erie 40m)	1,000,000	7	Apr. and Oct.	Philadelphia.	1897	108	Virginia State guar. bonds.....	157,800	6	" "	" "	1876	....
1st Mortgage.....	5,000,000	6	" "	" "	1881	103 1/2	1st Mort. (Piedmont Branch).....	500,000	8	" "	" "	1883	....
2d Mortgage.....	3,000,000	6	" "	" "	1888	110	1st Mort. (Northwestern, N. O.)	500,000	6 1/2	April & Oct.	N. Y. or Rich.	....	....
General Mort. for \$20,000,000.....	7,652,000	6 1/2	Jan. & July.	Phil. or Lond.	1920	....	Consolidated Mortgage.....	1,768,000	6	May and Nov.	New York.	76-90	72 1/2
Philadelphia and Reading:							Rich. Frederickburg & Potomac:						
Loan of 1868, debenture.....	1,135,300	6	Jan. & July.	Philadelphia.	1893	46	Sterling Loan.....	67,777	6 1/2	Jan. & July.	London.	1875	....
Mort. Loans of 1843-44 & 49.....	1,510,500	6	" "	" "	1880	104 1/2	Dollar Loan.....	175,423	7	" "	Richmond.	1876	....
Mortgage Loan of 1868.....	2,700,000	7	Apr. and Oct.	" "	1893	109	Dollar Loan, Coupon.....	450,000	8	" "	" "	1881	....
Mortgage Loan of 1886.....	182,400	6 1/2	Jan. & July.	London.	1880	....	Dollar Loan.....	124,489	6	various.	" "	1878	....
Mortgage Loan of 1843 stg.....	967,200	6 1/2	" "	" "	1880	....	Richmond and Petersburg:						
Mortgage Loan of 1836 stg.....	134,400	7 1/2	" "	" "	1877	....	1st Mortgage (Coupon).....	175,000	8	Apr. and Oct.	Richmond.	76-80	....
Consolidated Dollar coupon.....	7,310,000	7	June & Dec.	Philadelphia.	1911	100 1/2	New mortgage of 1876.....	31,000	7	May & Nov.	" "	1915	....
Dollar registered.....	3,339,000	7	" "	" "	1911	101	Rockford, R. Island & St. Louis:						
Mortgage Gold or stg coup.....	6,999,000	6 1/2	" "	Phil. or Lond.	1911	....	1st Mortgage tax free.....	9,000,000	7 1/2	Feb. & Aug.	N. Y. & Lond.	1918	....
Gold or stg reg.....	683,000	6 1/2	" "	" "	1911	....	Rome, Watertown & Ogden's):						
Dollar coupon.....	305,000	6 1/2	" "	Philadelphia.	1911	....	1st Mortgage (W. & R.) Skg Fund	799,900	7	March & Sept.	New York	1890	98
New debent. loan, conv.....	10,499,000	7	Jan. & July.	" "	1893	55	2d Mortgage.....	480,000	7	Jan. & July.	" "	1907	....
New Improvement Mort. Loan	9,361,000	6 1/2	Apr. and Oct.	Phil. or Lond.	1897	....	General Mort. S. F.....	1,050,500	7	June & Dec.	" "	1891	....

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Eaginaw Valley and St. Louis:	\$						South Carolina:	\$					
1st Mortgage.....	346,000	8	May & Nov.	Eaginaw.	1892	....	1st Mortgage Sterling.....	1,482,667	5*	Jan. & July.	London.	'82-'88	....
Saint Croix and Penobscot:							1st Mortgage (L.) currency.....	1,061,500	7	" " " "	New York.	'78-'88	....
1st Mort. (Cal. & Baring).....	95,200	6	Jan. & July.	Calais, Me.	1879	....	2d Mort. for \$3,000,000.....	1,206,500	7	April & Oct.	" "	1902	....
2d Mort. (").....	17,500	6	" " " "	" "	1879	....	Domestic (I) Bonds.....	1,064,500	7	April & Oct.	Charleston.	1891	....
Calais Loan (Lewey's Island).....	116,000	6	June & Dec.	" "	1876	....	Domestic (K) Bonds.....	63,500	6	Jan. & July.	" "	'80-'92	....
St. Joseph & Denver City:							South Georgia and Florida:						
1st Mort. (E. D.) gold tax free.....	1,600,000	8*	Feb. & Aug.	N. Y. & Lond.	1899	....	1st Mort. assumed by Atl. & Gulf	464,000	7	May & Nov.	New York.	1888	....
1st M. (W. D.) land grant, g'd tax fr	5,600,000	5*	" " " "	" " " "	1900	....	2d Mort. " " " "	200,000	7	" " " "	" "	1889	....
Joseph and St. Louis:							South Mountain Iron (Cumb. Val.):						
1st Mortgage.....	1,000,000	6	May & Nov.	New York	1893	....	1st Mortgage guaranteed.....	200,000	6	June & Dec.	Philadelphia.	1888	....
St. Louis, Alton and Terre Haute:							2d Mortgage for \$200,000.....	177,500	7	March & Sept.	" "	1884	....
1st Mortgage skg f'd. (Series A).....	1,100,000	7	Jan. & July.	New York.	1894	....	South and North Alabama.						
1st Mortgage skg f'd. (Series B).....	1,100,000	7	April & Oct.	" "	1894	109	1st Mort. endor. by Ala. gold....	391,000	8*	Jan. & July.	New York.	1890	....
2d Mortgage preferred (Series C).....	1,400,000	7	Feb. & Aug.	" "	1894	674	Sterling Mort., guar. by L. & N.	2,133,000	6*	May & Nov.	London.	....	....
2d Mortgage preferred (Series D).....	1,400,000	7	May & Nov.	" "	1894	....	South Pacific (St. Louis & San F.):						
2d Mortgage Income (Series E).....	1,700,000	7	" " " "	" "	1884	831	1st Mortgage gold, assumed....	7,194,500	6*	Jan. & July.	New York.	1888	861
Equipment Mortgage.....	300,000	10	March & Sept.	" "	1894	....	South Shore (Mass.):						
St. Louis, Iron Mt. and Southern:							1st Mortgage, sinking fund.....	150,000	6	April & Oct.	Boston.	'80-'81	102
1st Mort. (St. Louis & Iron Mt.).....	4,000,000	7	Feb. & Aug.	New York.	1892	109	South Side, Va. (A., M. and O.):						
2d Mort. (").....	6,000,000	7*	May & Nov.	" "	1897	654	1st preferred bonds.....	675,000	8	Jan. & July.	New York.	'84-'90	102
1st Mort. L. G. (Arkansas Br'h).....	2,500,000	7*	June & Dec.	" "	1897	....	2d preferred bonds.....	621,000	8	" " " "	" "	'84-'90	77
1st Mort. (Cairo, Ark. & Tex.).....	1,500,000	7*	" " " "	" "	1897	....	3d preferred bonds.....	452,800	6	" " " "	" "	'84-'90	661
Consolidated Mortgage.....	1,500,000	7	" " " "	" "	1899	....	Southern Central (N. Y.):						
St. Louis, Jacksonville & Chicago:							1st Mortgage, skg fund conv....	1,500,000	7	Feb. & Aug.	New York.	1890	....
2d Mortgage.....	2,929,000	7	April & Oct.	New York.	1894	....	2d Mortgage.....	600,000	7*	March & Sept.	" "	1892	108
St. Louis, Kansas City & North:							Southern Iowa and Cedar Rapids:						
1st Mortgage (North Missouri).....	6,000,000	7	Jan. & July.	New York.	1895	1011	1st Mortgage gold.....	1,500,000	7*	May & Nov.	New York.	1900	....
Real estate & 2d M. for \$3,000,000	993,000	7	March & Sept.	" "	1895	861	Southern of L. L:						
St. Louis, Lawrence and Denver:							1st Mortgage (South Side R. R.)	750,000	7	March & Sept.	New York.	1887	90
1st Mort. guar. by Atl. and Pac.	1,020,000	6*	Jan. & July.	New York.	1901	....	2d Mort. Sink. Fund.....	1,500,000	7	May & Nov.	" "	1900	201
St. Louis and South Eastern:							Southern Minnesota:						
1st Mort. gold skg fund conv....	2,207,000	7	May & Nov.	New York.	1894	....	1st Mortgage land grant tax free	3,340,000	8	Apr. & Oct.	New York.	'78-'88	....
1st M. (Evans, D.) gold skg f'd. con	1,000,000	7	" " " "	" "	1896	....	2d Mortgage, land grant.....	1,252,000	7	Jan. & July.	" "	1890	....
1st M. (Evans, Hen. & Nash.).....	1,000,000	7	Jan. & July.	" "	1897	....	Southern (Cal.) Pacific:						
Consol. Mort. Skg. Fund.....	2,000,000	7	Feb. & Aug.	" "	1902	....	1st Mortgage gold for \$28,000,000.	11,000,000	6*	April & Oct.	New York.	....	941
St. Louis, Van. & T. H. (T.H. & L.):							Southern Pennsylvania:						
1st Mortgage, guaranteed.....	1,899,000	7	Jan. & July.	New York.	1897	....	1st Mortgage gold.....	625,000	7*	March & Sept.	Philadelphia.	1900	....
2d Mortgage, (A.) guaranteed....	1,600,000	7	May & Nov.	" "	1898	....	2d Mortgage gold.....	88,000	7*	" " " "	" "	1890	....
2d Mortgage (B.) convertible....	1,000,000	7	" " " "	" "	1898	....	South Western (Cen. of Ga.):						
St. Louis and San Francisco:							Plain Bonds, various conv....	391,000	7	various.	Macon.	'72-'80	....
2d Mortgage A for \$500,000.....	819,840	6*	May & Nov.	New York.	1906	50	1st Mortgage (Muscogee) conv..	300,000	7	" " " "	" "	'72-'76	....
2d Mort. B. & C for \$5,200,000.	4,969,142	2*	" " " "	" "	1906	30	Spartanburg and Union:						
St. Paul and Pacific 1st Division:							1st Mortgage, end. by S. Car...	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mort. (St. P. to St. Anth.) 10m.	120,000	8	March & Sept.	New York.	1892	....	1st Mortgage not endorsed....	198,370	7	" " " "	" "	1879	....
2d Mort. (St. Paul to Watab) 80m.	366,000	7	Jan. & July.	" "	1892	....	Springfield, Athol & Northeastern:						
2d Mort. (do.) & 1st land gr.	1,146,750	7	June & Dec.	" "	1892	....	1st Mortgage.....	416,000	7	Jan. & July.	Boston.	'83-'01	....
1st M. (Maine L.) R.R. & Lands.	3,000,000	7*	May & Nov.	London.	....	....	Springfield & Illinois St. Eastern:						
2d M. (do.) R.R. & Lands.	8,500,000	7*	" " " "	" "	....	....	1st Mortgage gold, tax free.....	3,400,000	7*	Feb. & Aug.	New York.	1899	....
General Mortgage for \$15,000,000	....	7*	" " " "	" "	....	....	2d Mortgage gold, tax free.....	446,000	7*	April & Oct.	" "	1900	....
St. Paul, Stillwater & Taylor's F.:							Springfield and Northwestern:						
1st Mortgage.....	450,000	8	Jan. & July.	New York.	1901	....	1st Mortgage gold, skg fund....	500,000	7*	Feb. & Aug.	New York.	1901	....
Balem (West Jersey):							Staten Island:						
1st Mortgage guar.....	100,000	6	Jan. & July.	Philadelphia.	1878	....	1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886	56
Balem and Lowell (B. & L.):							Stanstead, Shefford and Chambly:						
1st Mortgage.....	226,900	6	Feb. & Aug.	Boston.	1878	80	1st Mort., Guar. by Cent. Verm.	500,000	7	Jan. & July.	Boston.	1887	35
Band, Mansfield & Newark (B. & O.)							Sullivan (Central Verm.):						
1st Mortgage guaranteed.....	2,301,000	7	Jan. & July.	New York.	1900	91	2d Mortgage.....	250,000	6	Feb. & Aug.	Boston.	1881	....
Saratoga & Whitehall (R. & S.):							Sullivan and Erie:						
1st Mortgage, guaranteed.....	400,000	7	March & Sept.	New York.	1886	....	1st Mortgage, skg fund.....	1,000,000	7	May & Nov.	New York.	1886	....
Savannah, Albany & Gulf (A. & G.):							Summit Branch:						
Sectional Mort.....	310,000	7	Jan. & July.	New York.	Var.	....	1st Mortgage.....	800,000	7	Jan. & July.	N.Y., Bos. Ph.	1904	95
Savannah and Charleston:							Sunbury and Lewiston:						
1st Mortgage (Sav. & Char.).....	500,000	7	Jan. & July.	New York.	1889	....	1st Mortgage gold.....	1,200,000	7*	April & Oct.	Philadelphia.	1890	....
State guaranteed (C. & S.) bonds.	605,000	6	March & Sept.	Charleston.	1877	....	Income Mort. gold.....	200,000	6*	" " " "	" "	1891	....
Funded Interest bonds, guar....	111,800	7	" " " "	New York.	1889	....	Suspens. Bridge & Erie Junc. (E.):						
Savannah, Griffin & North Ala.:							1st Mortgage.....	1,000,000	7	" " " "	New York.	....	....
1st Mortgage for \$500,000 guar...	152,000	7	Jan. & July.	Macon.	1891	....	Syracuse, Bing. & N.Y. (D.L. & W.):						
Savannah and Memphis:							1st Consol. Mortgage.....	1,750,000	7	April & Oct.	New York.	1906	....
1st Mort., gold, endor. by State.	16,000pm	6*	May and Nov.	New York.	1890	....	2d Mortgage (now 1st).....	270,000	7	June & Dec.	" "	1887	101
Schenectady & Susq. (D. & H. Can.)							Syracuse and Chenango Valley:						
1st Mortgage gold, tax free.....	400,000	7*	Jan. & July.	New York.	1900	....	1st Mort. gold, for \$500,000....	500,000	7*	Feb. and Aug.	New York.	1891	....
Schoolcraft & Three R. (L.S. & M.S.)							Tubo and Neosho (M. K. & T.):						
1st Mortgage.....	100,000	8	Jan. & July.	New York.	1887	....	1st Mortgage gold, skg fund....	1,163,000	7*	June & Dec.	New York.	1903	....
Seaboard and Roanoke:							Terre Haute & Indianapolis:						
1st Mortgage.....	210,000	7	Jan. & July.	New York.	1880	....	1st Mortgage.....	800,000	7	April & Oct.	New York.	1879	....
Seima and Gulf:							Bonds of 1873 for \$1,600,000....	516,000	7	" " " "	" "	1894	....
1st Mort. (guar. by Ala.).....	1,888,000	8	April & Oct.	New York.	1890	....	Texas and Pacific:						
Seima, Marion and Memphis:							1st Mortgage, 8,000 per mile....	3,552,000	6*	Mar. & Sept.	N.Y., Ph. Lon.	1905	89
1st Mort. guar. by Ala.....	16,000pm	8	March & Sept.	New York.	1889	....	Consolidated Mortgage.....	7,548,000	6*	June & Dec.	" "	1906	....
Belma, Rome and Dalton:							Income and Land Grant.....	7,706,225	7	July.	N. Y. & Phil.	1915	....
2d Mortgage, tax free.....	3,000,000	7	April & Oct.	New York.	1887	....	Toledo, Can. Southern & Detroit:						
2d Mortgage.....	4,000,000	7	Jan. & July.	" "	1891	....	1st Mortgage.....	1,500,000	7*	Jan. and July.	....	1908	501
Equipment Mortgage.....	230,000	10	" " " "	" "	1881	....	Toledo, Peoria and Warsaw:						
Shamokin Valley & Pottaw. (N.C.):							1st Mortgage (Eastern Div.)....	1,600,000	7	June & Dec.	New York.	1894	96
1st Mortgage, on road and lands.	2,000,000	7*	Jan. & July.	Philadelphia.	1901	100	1st Mortgage (Western Div.)....	1,800,000	7	Feb. and Aug.	" "	1890	96
Sheboygan and Fond du Lac:							2d Mort. conv. (").....	1,300,000					

AMERICAN RAILROAD BOND LIST.

The Letter (c) affixed to Rate of Interest Signifies "Payable in Gold."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Troy & Bennington (T. & R.):							Western Maryland:						
1st Mortgage skg fund, guar.....	59,700	7	Jan. & July.	Troy.	1878	....	1st Mortgage, unencumbered.....	400,000	8	Jan. and July.	Baltimore.	1890	100
Troy and Boston:							1st Mort. endor. by Balt.....	200,000	6	"	"	1890	108
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....	2d Mort. ".....	300,000	6	"	"	1890	108
2d Mortgage.....	300,000	7	April & Oct.	"	1886	....	2d Mort. endor. by Wash. Co.....	300,000	6	"	"	1890	104
3d Mortgage.....	650,000	7	May and Nov.	"	1875	....	2d Mortgage preferred.....	600,000	6	"	"	1890	89
Convertible Bonds.....	648,000	7	"	"	1882	....	3d Mortgage endor. by Balt.....	875,000	6	"	"	1900	110
Troy, Salem & Rutland (R. & Bar.):							4th Mortgage.....	1,000,000	6	"	"	1900	....
1st Mortgage, guaranteed.....	500,000	7	May and Nov.	New York.	1890	....	Western Pacific (Gen. Pac.):						
Troy Union (and Depot):							1st Mort., assumed.....	2,735,000	60	Jan. and July.	New York.	1890	104
1st Mortgage, guaranteed.....	680,000	8	Jan. & July.	New York.	1878	....	Western Pennsylvania (Penn.):						
Tuckerton:							1st Mortgage.....	800,000	6	Apr. and Oct.	Philadelphia.	1893	821
1st Mortgage.....	408,000	7	April & Oct.	Philadelphia.	1901	....	1st Mortgage (Pittsb. Branch).....	1,000,000	6	Jan. and July.	"	1896	....
Union Pacific:							General Mortgage.....	1,200,000	7	"	"	....	....
1st Mortgage gold, tax free.....	27,231,000	60	Jan. & July.	N. Y. & Bost.	'96-'99	1071	Western Union (Chl., M. & St. P.):						
1st Mort. Land Grant.....	7,145,000	7	Apr. and Oct.	"	1887	106	1st Mortgage for \$5,000,000.....	3,500,000	7	Jan. and July.	New York.	1896	....
2d Mortgage (Gov. subsidy).....	27,230,512	8	Jan. & July.	U.S. Treasury.	'96-'99	....	West Jersey:						
3d Mortgage Sinking Fund.....	14,045,000	8	March & Sept.	New York.	1894	102	Debenture bonds guar. by C. & A.....	400,000	6	March & Sept.	Camden.	1883	80
Omaha Bridge Bonds Sterling.....	2,225,000	80	Apr. and Oct.	London.	1896	....	1st Mortgage.....	1,000,000	6	Jan. and July.	"	1896	106
Union Pacific (Central Div.):							1st Mortgage (Salem) guar.....	100,000	6	"	Philadelphia.	1878	....
1st Mortgage gold, tax free.....	1,600,000	60	May and Nov.	New York.	1895	....	1st Mort. (Swedesboro) guar.....	200,000	6	June & Dec.	Camden.	....	....
2d Mortgage (Gov. subsidy).....	1,600,000	6	Jan. & July.	U.S. Treasury.	'96-'78	....	2d Mort. (Cape May & Millville).....	500,000	7	Apr. and Oct.	"	1896	96
Union Pacific, S. Br. (M. & T.):							Consolidated Mortgage.....	1,000,000	7	"	"	1899	106
1st Mortgage gold, skg fund.....	3,220,000	60	Jan. & July.	New York.	1899	....	West Wisconsin:						
Union & Titusville (P., T. & Buff.)							1st Mort. land gr. gold skg fund	3,900,000	70	Jan. and July.	N. Y. or Lond.	1887	....
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1890	35	1st Mort. (Southern Extension).....	640,000	70	"	"	1902	....
United N. J. R. R. & Canal Cos.							White Water Valley:						
Loan of 1901 (United Compa's)	3,000,000	6	March & Sept.	Philadelphia.	1901	108	1st Mortgage.....	1,021,840	8	Feb. and Aug.	Cincinnati.	1890	10
Sterling Loan £369,200 (U. Co's)	1,844,000	80	"	London.	1894	....	Wico Mico and Pocumoke:						
Sterling Loan £360,000 (")	1,800,000	60	"	"	1894	....	1st Mortgage.....	200,000	6	Jan. and July.	New York.	1898	....
Loan of 1894 St. Fund (")	2,000,000	6	Apr. and Oct.	Philadelphia.	1894	....	Williamston and Tarboro:						
Loan of 1898 (United Compa's)	154,000	6	Feb. and Aug.	"	1888	98	1st Mortgage.....	850,000	8	May and Nov.	New York.	1900	....
Bond to State of N. Jer. (U. Co's)	600,000	7	(Due 90 days)	after demand.	....	....	Wilmington, Colum. & Augusta:						
Sterling S. F. £262,000 (C. & A. M.)	1,510,000	60	Feb. and Aug.	London.	1880	....	1st Mortgage.....	3,800,000	7	June & Dec.	Baltimore.	1900	35
Loan of 1888 (Camden & Amb'y)	1,760,000	6	"	Philadelphia.	1883	104	Wilmington and Reading:						
Loan of 1889 (")	866,000	8	June & Dec.	Princeton.	1889	102	1st Mortgage.....	1,300,000	7	Apr. and Oct.	Philadelphia.	1900	42
Mortg. Loan (")	5,000,000	6	May and Nov.	Philadelphia.	1889	108	2d Mortgage coupon or reg.....	1,700,000	7	Jan. and July.	"	1902	10
Loan of '78 (N. J. R. R. & T. Co.)	450,000	6	Feb. and Aug.	New York.	1875	....	Wilmington and Weldon:						
Bond to State of N. J. (do.)	100,000	7	Apr. and Oct.	N. Y. (Over Due)	....	....	Sterling Bonds.....	648,700	60	Jan. and July.	London.	1881	....
Utah Central:							Sterling Bonds.....	221,400	70	May and Nov.	"	1886	....
1st Mortgage.....	1,000,000	6	Jan. & July.	Salt Lake City	1890	....	Sinking Fund gold, Bonds.....	749,000	70	Jan. and July.	New York.	1896	90
Utah Southern:							Wilmington and Western (Del.):						
1st Mortgage.....	600,000	7	Jan. & July.	Salt Lake City	1891	....	1st Mortgage.....	500,000	7.3	J. A. J. & G.	Phil. & Wilm.	1892	....
Utica and Black River:							Winona & St. Peter (C. & N. W.):						
1st Mortgage.....	300,000	7	Jan. & July.	N. Y. & Utica.	1878	....	1st Mortgage \$20,000 p. m.....	2,750,000	7	Jan. and July.	New York.	1887	1031
Bonds of 1871 (2d issue).....	575,000	7	"	"	1891	....	2d Mortgage \$12,000 p. m.....	1,650,000	7	May and Nov.	"	1907	88
Utica, Ithaca and Elmira:							Extension mortgage bonds.....	4,375,000	70	June & Dec.	"	1916	....
1st Mortgage, Sterling.....	1,500,000	7.3	Jan. & July.	London.	1902	....	Wisconsin Central:						
Vermont Cent.—See Central Vt.							1st M. L. G. gold S. F. \$25,000pm	4,618,000	70	Jan. and July.	Boston.	1901	16
Vermont and Massachusetts:							Worcester (Md.):						
1st Mortgage sinking fund.....	550,000	8	Jan. and July.	Boston.	1883	104	1st Mortgage.....	210,000	6	Jan. and July.	Baltimore.	1891	....
Convertible bonds, tax free.....	200,000	7	"	"	1879	104	Worcester and Nashua:						
Convertible bonds.....	150,000	7	"	"	1885	107	Plain Bonds.....	125,000	7	Jan. and July.	Boston.	1881	....
Vicksburg and Meridian:							Plain Bonds.....	185,300	6	"	"	'81-'87	....
1st series (red).....	717,500	7	Jan. and July.	Philadelphia.	1890	....	Plain Bonds.....	250,000	7	Apr. and Oct.	"	1893	107
General 2d series (blue).....	850,000	7	"	"	1890	....	Plain Bonds.....	400,000	7	Feb. and Aug.	"	1895	....
Mortgage 3d series (black).....	138,000	7	"	"	1890	....	CANAL BONDS.						
4th series (not end.).....	1,141,700	7	Apr. and Oct.	"	1890	....	Chesapeake and Delaware:						
Special Loan 1871.....	212,000	8	Jan. and July.	"	1880	....	1st Mortgage sinking fund.....	1,993,750	6	Jan. and July.	Philadelphia.	1886	70
Vineyard:							Chesapeake and Ohio:						
1st Mortgage tax free.....	750,000	7	Apr. and Oct.	New York.	1890	....	Sterling Loan guaranteed.....	4,375,000	50	J. A. J. & O.	London.	1890	....
Virginia & Tennessee (A. M. & O.):							Preferred Bonds (next lien).....	1,600,500	6	Jan. and July.	Baltimore.	1886	70
1st Mortgage.....	5,000	6	Jan. and July.	N. Y. & Lynch.	1873	....	Delaware Division (L. O. & N.):						
3d Mortgage.....	980,000	6	"	"	1884	85	1st Mortgage, guaranteed.....	800,000	6	Jan. & July.	Philadelphia.	1898	90
5th Mortgage.....	969,000	8	March & Sept.	"	1900	97	Delaware and Hudson:						
Registered Certificates.....	94,191	8	Jan. and July.	"	1875	....	1st Mort. (2d series, July 1, 1890)	3,500,000	7	Jan. and July.	New York.	1884	97
Funded Interest.....	226,900	8	"	"	1880	....	reg. 3d series, Jan. 1, 1871	6,000,000	7	"	"	1891	97
Walkill Valley (Erie):							Coupon bonds of 1874.....	3,000,000	7	Apr. and Oct.	"	1894	901
1st Mortgage gold, tax free.....	810,500	70	Apr. and Oct.	New York.	1901	....	Registered bonds of 1874.....	2,000,000	7	"	"	1894	....
Warren (D. L. & W.):							Lehigh Coal and Navigation:						
1st Mortgage, guaranteed.....	511,400	7	Feb. and Aug.	New York.	1878	....	Loan of 1877, Debentures.....	782,779	6	June & Dec.	Philadelphia.	1877	....
2d Mortgage, guaranteed.....	760,000	7	May and Nov.	"	1900	100	Convertible Debentures.....	41,560	6	"	"	1882	....
Warren & Franklin (P. T. & R.):							Convertible Loan, gold.....	771,000	60	March & Sept.	"	1894	901
1st Mortgage, assumed.....	1,500,000	7	Feb. and Aug.	Philadelphia.	1882	77	1st Mortgage, registered.....	5,381,933	6	J. A. J. & O.	"	1884	106
Warwick Valley (Erie):							1st Mortgage, reg. (R. R.).....	2,000,000	60	F. M. A. & N.	"	1897	1054
1st Mortgage.....	60,000	7	Apr. and Oct.	New York.	1880	....	Mortgage (equip.) Loan, gold.....	4,668,500	60	June & Dec.	"	1897	941
Wasatch and Jordan Valley:							Consolidated Mortgage.....	1,115,000	7	"	"	1911	72
1st Mortgage.....	150,000	90	May and Nov.	New York.	1898	....	Greenwood Mortgage Loan.....	717,000	7	Feb. and Aug.	"	1892	....
Washington City, Va. Mid. & Gt. So.							Greenwood Mortgage Loan.....	140,000	6	Apr. and Oct.	"	1877	....
1st Mort. (O., Alex. & Manassas)	1,460,000	7	Jan. and July.	Baltimore.	1882	48	Monongahela Navigation:						
2d Mort. (")	350,000	7	"	"	1891	....	1st Mortgage.....	103,000	6	Jan. and July.	New York.	1887	....
1st Mort. Orange & Alexandria	400,000	6	May and Nov.	"	1873	85	Morris and Banking:						
2d Mort. " " " "	1,200,000	6	Jan. and July.	"	1875	76	1st Mortgage.....	500,000	6	Apr. and Oct.	Philadelphia.	1876	99
3d Mort. " " " "	600,000	8	May and Nov.	"	1873	371	Boat Loan, sinking fund.....	286,965	7	Apr. and Oct.	"	1899	1004
4th Mort. " " " "	700,000	8	March & Sept.	"	1880	15	Preferred Stock Dividend Scrip.	103,164	7	Jan. and July.	"	1887	....
Funded Coupons (do.).....	722,664	....	"	"	....	....	Pennsylvania:						
1st Mort. (Lynchburg & Danville)	521,000	....	Apr. and Oct.	"	1896	....	1st Mortgage skg fund guar.....	2,805,000	6	Jan. and July.	Philadelphia.	1910	65
Virginia State Loan.....	240,962	7	Jan. and July.	"	'92-'98	....	1st Mortgage (Wy. Val. Can.).....	600,000	6	"	"</		

[illegible]

[illegible]

RAILROAD SHARE LIST. including Mileage. Rolling Stock, Debts, Income, Dividends, &c., &c.

A dash (—) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (.....) signify "not ascertained."

Year ending	Railroad			Rolling Stock			Companies			Property and Assets			Liabilities			Operations			Earnings			Value of Shares			
	Main Line	Branch Line	2d Track and Sidings	Railroad in progress	Engines	Pass.	B. M. E.	Freight	Railroad	Stock	Rolling Stock	Assets	Accounts and Cash	Stocks	Bonds	Accounts	Surplus Income	Railroad Operated	Trains Moved	Passengers	Freight		Gross	Net	Dividends
Sept. 30, 1876	76.7	96.5	4.8	M	606	304	97	1128	Elmira and W. & W. (N. Y.)	1,000,000	352,000	352,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	76.7	614,789	66,221	64,866	833,318	2,216	50
Oct. 31, 1876	76.7	96.5	4.8	M	606	304	97	1128	Elmira and W. & W. (N. Y.)	1,000,000	352,000	352,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	76.7	614,789	66,221	64,866	833,318	2,216	50
Nov. 30, 1876	76.7	96.5	4.8	M	606	304	97	1128	Elmira and W. & W. (N. Y.)	1,000,000	352,000	352,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	76.7	614,789	66,221	64,866	833,318	2,216	50
Dec. 31, 1876	76.7	96.5	4.8	M	606	304	97	1128	Elmira and W. & W. (N. Y.)	1,000,000	352,000	352,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	76.7	614,789	66,221	64,866	833,318	2,216	50
Jan. 31, 1877	76.7	96.5	4.8	M	606	304	97	1128	Elmira and W. & W. (N. Y.)	1,000,000	352,000	352,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	76.7	614,789	66,221	64,866	833,318	2,216	50
Feb. 28, 1877	76.7	96.5	4.8	M	606	304	97	1128	Elmira and W. & W. (N. Y.)	1,000,000	352,000	352,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	76.7	614,789	66,221	64,866	833,318	2,216	50
Mar. 31, 1877	76.7	96.5	4.8	M	606	304	97	1128	Elmira and W. & W. (N. Y.)	1,000,000	352,000	352,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	76.7	614,789	66,221	64,866	833,318	2,216	50
Apr. 30, 1877	76.7	96.5	4.8	M	606	304	97	1128	Elmira and W. & W. (N. Y.)	1,000,000	352,000	352,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	76.7	614,789	66,221	64,866	833,318	2,216	50
May 31, 1877	76.7	96.5	4.8	M	606	304	97	1128	Elmira and W. & W. (N. Y.)	1,000,000	352,000	352,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	76.7	614,789	66,221	64,866	833,318	2,216	50
June 30, 1877	76.7	96.5	4.8	M	606	304	97	1128	Elmira and W. & W. (N. Y.)	1,000,000	352,000	352,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	76.7	614,789	66,221	64,866	833,318	2,216	50
July 31, 1877	76.7	96.5	4.8	M	606	304	97	1128	Elmira and W. & W. (N. Y.)	1,000,000	352,000	352,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	76.7	614,789	66,221	64,866	833,318	2,216	50
Aug. 31, 1877	76.7	96.5	4.8	M	606	304	97	1128	Elmira and W. & W. (N. Y.)	1,000,000	352,000	352,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	76.7	614,789	66,221	64,866	833,318	2,216	50
Sept. 30, 1877	76.7	96.5	4.8	M	606	304	97	1128	Elmira and W. & W. (N. Y.)	1,000,000	352,000	352,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	76.7	614,789	66,221	64,866	833,318	2,216	50
Oct. 31, 1877	76.7	96.5	4.8	M	606	304	97	1128	Elmira and W. & W. (N. Y.)	1,000,000	352,000	352,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	76.7	614,789	66,221	64,866	833,318	2,216	50
Nov. 30, 1877	76.7	96.5	4.8	M	606	304	97	1128	Elmira and W. & W. (N. Y.)	1,000,000	352,000	352,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	76.7	614,789	66,221	64,866	833,318	2,216	50
Dec. 31, 1877	76.7	96.5	4.8	M	606	304	97	1128	Elmira and W. & W. (N. Y.)	1,000,000	352,000	352,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	76.7	614,789	66,221	64,866	833,318	2,216	50
Jan. 31, 1878	76.7	96.5	4.8	M	606	304	97	1128	Elmira and W. & W. (N. Y.)	1,000,000	352,000	352,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	76.7	614,789	66,221	64,866	833,318	2,216	50
Feb. 28, 1878	76.7	96.5	4.8	M	606	304	97	1128	Elmira and W. & W. (N. Y.)	1,000,000	352,000	352,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	76.7	614,789	66,221	64,866	833,318	2,216	50
Mar. 31, 1878	76.7	96.5	4.8	M	606	304	97	1128	Elmira and W. & W. (N. Y.)	1,000,000	352,000	352,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	76.7	614,789	66,221	64,866	833,318	2,216	50
Apr. 30, 1878	76.7	96.5	4.8	M	606	304	97	1128	Elmira and W. & W. (N. Y.)	1,000,000	352,000	352,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	76.7	614,789	66,221	64,866	833,318	2,216	50
May 31, 1878	76.7	96.5	4.8	M	606	304	97	1128	Elmira and W. & W. (N. Y.)	1,000,000	352,000	352,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	76.7	614,789	66,221	64,866	833,318	2,216	50
June 30, 1878	76.7	96.5	4.8	M	606	304	97	1128	Elmira and W. & W. (N. Y.)	1,000,000	352,000	352,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	76.7	614,789	66,221	64,866	833,318	2,216	50
July 31, 1878	76.7	96.5	4.8	M	606	304	97	1128	Elmira and W. & W. (N. Y.)	1,000,000	352,000	352,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	76.7	614,789	66,221	64,866	833,318	2,216	50
Aug. 31, 1878	76.7	96.5	4.8	M	606	304	97	1128	Elmira and W. & W. (N. Y.)	1,000,000	352,000	352,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	76.7	614,789	66,221	64,866	833,318	2,216	50
Sept. 30, 1878	76.7	96.5	4.8	M	606	304	97	1128	Elmira and W. & W. (N. Y.)	1,000,000	352,000	352,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	76.7	614,789	66,221	64,866	833,318	2,216	50
Oct. 31, 1878	76.7	96.5	4.8	M	606	304	97	1128	Elmira and W. & W. (N. Y.)	1,000,000	352,000	352,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	76.7	614,789	66,221	64,866	833,318	2,216	50
Nov. 30, 1878	76.7	96.5	4.8	M	606	304	97	1128	Elmira and W. & W. (N. Y.)	1,000,000	352,000	352,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	76.7	614,789	66,221	64,866	833,318	2,216	50
Dec. 31, 1878	76.7	96.5	4.8	M	606	304	97	1128	Elmira and W. & W. (N. Y.)	1,000,000	352,000	352,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	76.7	614,789	66,221	64,866	833,318	2,216	50
Jan. 31, 1879	76.7	96.5	4.8	M	606	304	97	1128	Elmira and W. & W. (N. Y.)	1,000,000	352,000	352,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	76.7	614,789	66,221	64,866	833,318	2,216	50
Feb. 28, 1879	76.7	96.5	4.8	M	606	304	97	1128	Elmira and W. & W. (N. Y.)	1,000,000	352,000	352,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	76.7	614,789	66,221	64,866	833,318	2,216	50
Mar. 31, 1879	76.7	96.5	4.8	M	606	304	97	1128	Elmira and W. & W. (N. Y.)	1,000,000	352,000	352,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	76.7	614,789	66,221	64,866	833,318	2,216	50
Apr. 30, 1879	76.7	96.5	4.8	M	606	304	97	1128	Elmira and W. & W. (N. Y.)	1,000,000	352,000	352,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	76.7	614,789	66,221	64,866	833,318	2,216	50
May 31, 1879	76.7	96.5	4.8	M	606	304	97	1128	Elmira and W. & W. (N. Y.)	1,000,000	352,000	352,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	76.7	614,789	66,221	64,866	833,318	2,216	50
June 30, 1879	76.7	96.5	4.8	M	606	304	97	1128	Elmira and W. & W. (N. Y.)	1,000,000	352,000	352,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	76.7	614,789	66,221	64,866	833,318	2,216	50
July 31, 1879	76.7	96.5	4.8	M	606	304	97	1128	Elmira and W. & W. (N. Y.)	1,000,000	352,000	352,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	76.7	614,789	66,221	64,866	833,318	2,216	50
Aug. 31, 1879	76.7	96.5	4.8	M	606	304	97	1128	Elmira and W. & W. (N. Y.)	1,000,000	352,000	352,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	76.7	614,789	66,221	64,866	833,318	2,216	50
Sept. 30, 1879	76.7	96.5	4.8	M	606	304	97	1128	Elmira and W. & W. (N. Y.)	1,000,000	352,000	352,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	76.7	614,789	66,221	64,866	833,318	2,216	50
Oct. 31, 1879	76.7	96.5	4.8	M	606	304	97	1128	Elmira and W. & W. (N. Y.)	1,000,000	352,000	352,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	76.7	614,789	66,221	64,866	833,318	2,216	50
Nov. 30, 1879	76.7	96.5	4.8	M	606	304	97	1128	Elmira and W. & W. (N. Y.)	1,000,000	352,000	352,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	76.7	614,789	66,221	64,866	833,318	2,216	50
Dec. 31, 1879	76.7	96.5	4.8	M	606	304	97	1128	Elmira and W. & W. (N. Y.)	1,000,000	352,000	352,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	76.7	614,789	66,221	64,866	833,318	2,216	50
Jan. 31, 1880	76.7	96.5	4.8	M	606	304	97	1128	Elmira and W. & W. (N. Y.)	1,000,000	352,000	352,000													

[illegible]

State and Territory, and the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertainable." Land Grant Railroads are printed in "Italics." State-aid Railroads are distinguished by a "1."

Abstract of General Balance Sheet.									
Property and Assets.				Liabilities.			Operations.		
Rolling Stock.				Accounts and Cash.			Railroad Operated.		
Main Line.				Stocks.			Surplus Income.		
Freight.				Bonds.			Accounts.		
Pass.				Accounts and Cash.			Accounts.		
Engines.				Bonds.			Accounts.		
2d Track and Sidings.				Stocks.			Accounts.		
Branch Line.				Bonds.			Accounts.		
Main Line.				Stocks.			Accounts.		
Freight.				Bonds.			Accounts.		
Pass.				Accounts and Cash.			Accounts.		
Engines.				Bonds.			Accounts.		
2d Track and Sidings.				Stocks.			Accounts.		
Branch Line.				Bonds.			Accounts.		
Main Line.				Stocks.			Accounts.		
Freight.				Bonds.			Accounts.		
Pass.				Accounts and Cash.			Accounts.		
Engines.				Bonds.			Accounts.		
2d Track and Sidings.				Stocks.			Accounts.		
Branch Line.				Bonds.			Accounts.		
Main Line.				Stocks.			Accounts.		
Freight.				Bonds.			Accounts.		
Pass.				Accounts and Cash.			Accounts.		
Engines.				Bonds.			Accounts.		
2d Track and Sidings.				Stocks.			Accounts.		
Branch Line.				Bonds.			Accounts.		
Main Line.				Stocks.			Accounts.		
Freight.				Bonds.			Accounts.		
Pass.				Accounts and Cash.			Accounts.		
Engines.				Bonds.			Accounts.		
2d Track and Sidings.				Stocks.			Accounts.		
Branch Line.				Bonds.			Accounts.		
Main Line.				Stocks.			Accounts.		
Freight.				Bonds.			Accounts.		
Pass.				Accounts and Cash.			Accounts.		
Engines.				Bonds.			Accounts.		
2d Track and Sidings.				Stocks.			Accounts.		
Branch Line.				Bonds.			Accounts.		
Main Line.				Stocks.			Accounts.		
Freight.				Bonds.			Accounts.		
Pass.				Accounts and Cash.			Accounts.		
Engines.				Bonds.			Accounts.		
2d Track and Sidings.				Stocks.			Accounts.		
Branch Line.				Bonds.			Accounts.		
Main Line.				Stocks.			Accounts.		
Freight.				Bonds.			Accounts.		
Pass.				Accounts and Cash.			Accounts.		
Engines.				Bonds.			Accounts.		
2d Track and Sidings.				Stocks.			Accounts.		
Branch Line.				Bonds.			Accounts.		
Main Line.				Stocks.			Accounts.		
Freight.				Bonds.			Accounts.		
Pass.				Accounts and Cash.			Accounts.		
Engines.				Bonds.			Accounts.		
2d Track and Sidings.				Stocks.			Accounts.		
Branch Line.				Bonds.			Accounts.		
Main Line.				Stocks.			Accounts.		
Freight.				Bonds.			Accounts.		
Pass.				Accounts and Cash.			Accounts.		
Engines.				Bonds.			Accounts.		
2d Track and Sidings.				Stocks.			Accounts.		
Branch Line.				Bonds.			Accounts.		
Main Line.				Stocks.			Accounts.		
Freight.				Bonds.			Accounts.		
Pass.				Accounts and Cash.			Accounts.		
Engines.				Bonds.			Accounts.		
2d Track and Sidings.				Stocks.			Accounts.		
Branch Line.				Bonds.			Accounts.		
Main Line.				Stocks.			Accounts.		
Freight.				Bonds.			Accounts.		
Pass.				Accounts and Cash.			Accounts.		
Engines.				Bonds.			Accounts.		
2d Track and Sidings.				Stocks.			Accounts.		
Branch Line.				Bonds.			Accounts.		
Main Line.				Stocks.			Accounts.		
Freight.				Bonds.			Accounts.		
Pass.				Accounts and Cash.			Accounts.		
Engines.				Bonds.			Accounts.		
2d Track and Sidings.				Stocks.			Accounts.		
Branch Line.				Bonds.			Accounts.		
Main Line.				Stocks.			Accounts.		
Freight.				Bonds.			Accounts.		
Pass.				Accounts and Cash.			Accounts.		
Engines.				Bonds.			Accounts.		
2d Track and Sidings.				Stocks.			Accounts.		
Branch Line.				Bonds.			Accounts.		
Main Line.				Stocks.			Accounts.		
Freight.				Bonds.			Accounts.		
Pass.				Accounts and Cash.			Accounts.		
Engines.				Bonds.			Accounts.		
2d Track and Sidings.				Stocks.			Accounts.		
Branch Line.				Bonds.			Accounts.		
Main Line.				Stocks.			Accounts.		
Freight.				Bonds.			Accounts.		
Pass.				Accounts and Cash.			Accounts.		
Engines.				Bonds.			Accounts.		
2d Track and Sidings.				Stocks.			Accounts.		
Branch Line.				Bonds.			Accounts.		
Main Line.				Stocks.			Accounts.		
Freight.				Bonds.			Accounts.		
Pass.				Accounts and Cash.			Accounts.		
Engines.				Bonds.			Accounts.		
2d Track and Sidings.				Stocks.			Accounts.		
Branch Line.				Bonds.			Accounts.		
Main Line.				Stocks.			Accounts.		
Freight.				Bonds.			Accounts.		
Pass.				Accounts and Cash.			Accounts.		
Engines.				Bonds.			Accounts.		
2d Track and Sidings.				Stocks.			Accounts.		
Branch Line.				Bonds.			Accounts.		
Main Line.				Stocks.			Accounts.		
Freight.				Bonds.			Accounts.		
Pass.				Accounts and Cash.			Accounts.		
Engines.				Bonds.			Accounts.		
2d Track and Sidings.				Stocks.			Accounts.		
Branch Line.				Bonds.			Accounts.		
Main Line.				Stocks.			Accounts.		
Freight.				Bonds.			Accounts.		
Pass.				Accounts and Cash.			Accounts.		
Engines.				Bonds.			Accounts.		
2d Track and Sidings.				Stocks.			Accounts.		
Branch Line.				Bonds.			Accounts.		
Main Line.				Stocks.			Accounts.		
Freight.				Bonds.			Accounts.		
Pass.				Accounts and Cash.			Accounts.		
Engines.				Bonds.			Accounts.		
2d Track and Sidings.				Stocks.			Accounts.		
Branch Line.				Bonds.			Accounts.		
Main Line.				Stocks.			Accounts.		
Freight.				Bonds.			Accounts.		
Pass.				Accounts and Cash.			Accounts.		
Engines.				Bonds.			Accounts.		
2d Track and Sidings.				Stocks.			Accounts.		
Branch Line.				Bonds.			Accounts.		
Main Line.				Stocks.			Accounts.		
Freight.				Bonds.			Accounts.		
Pass.				Accounts and Cash.			Accounts.		
Engines.				Bonds.			Accounts.		
2d Track and Sidings.				Stocks.			Accounts.		
Branch Line.				Bonds.			Accounts.		
Main Line.				Stocks.			Accounts.		
Freight.				Bonds.			Accounts.		
Pass.				Accounts and Cash.			Accounts.		
Engines.				Bonds.			Accounts.		
2d Track and Sidings.				Stocks.			Accounts.		
Branch Line.				Bonds.			Accounts.		
Main Line.				Stocks.			Accounts.		
Freight.				Bonds.			Accounts.		
Pass.				Accounts and Cash.			Accounts.		
Engines.				Bonds.			Accounts.		
2d Track and Sidings.				Stocks.			Accounts.		
Branch Line.				Bonds.			Accounts.		
Main Line.				Stocks.			Accounts.		
Freight.				Bonds.			Accounts.		
Pass.				Accounts and Cash.			Accounts.		
Engines.				Bonds.			Accounts.		
2d Track and Sidings.				Stocks.			Accounts.		
Branch Line.				Bonds.			Accounts.		
Main Line.				Stocks.			Accounts.		
Freight.				Bonds.			Accounts.		
Pass.				Accounts and Cash.			Accounts.		
Engines.				Bonds.			Accounts.		
2d Track and Sidings.				Stocks.			Accounts.		
Branch Line.				Bonds.			Accounts.		
Main Line.				Stocks.			Accounts.		
Freight.				Bonds.			Accounts.		
Pass.				Accounts and Cash.			Accounts.		
Engines.				Bonds.			Accounts.		
2d Track and Sidings.				Stocks.			Accounts.		
Branch Line.				Bonds.			Accounts.		
Main Line.				Stocks.			Accounts.		
Freight.				Bonds.			Accounts.		
Pass.				Accounts and Cash.			Accounts.		
Engines.				Bonds.			Accounts.		
2d Track and Sidings.				Stocks.			Accounts.		
Branch Line.				Bonds.			Accounts.		
Main Line.				Stocks.			Accounts.		
Freight.				Bonds.			Accounts.		
Pass.				Accounts and Cash.			Accounts.		
Engines.				Bonds.			Accounts.		
2d Track and Sidings.				Stocks.			Accounts.		
Branch Line.				Bonds.			Accounts.		
Main Line.				Stocks.			Accounts.		
Freight.				Bonds.			Accounts.		
Pass.				Accounts and Cash.			Accounts.		
Engines.				Bonds.			Accounts.		
2d Track and Sidings.				Stocks.			Accounts.		
Branch Line.				Bonds.			Accounts.		
Main Line.				Stocks.			Accounts.		
Freight.				Bonds.			Accounts.		
Pass.				Accounts and Cash.			Accounts.		
Engines.				Bonds.			Accounts.		
2d Track and Sidings.				Stocks.			Accounts.		
Branch Line.				Bonds.			Accounts.		
Main Line.				Stocks.			Accounts.		
Freight.				Bonds.			Accounts.		
Pass.				Accounts and Cash.			Accounts.		
Engines.				Bonds.			Accounts.		
2d Track and Sidings.				Stocks.			Accounts.		
Branch Line.				Bonds.			Accounts.		
Main Line.				Stocks.			Accounts.		
Freight.				Bonds.			Accounts.		
Pass.				Accounts and Cash.			Accounts.		
Engines.				Bonds.			Accounts.		
2d Track and Sidings.				Stocks.			Accounts.		
Branch Line.				Bonds.			Accounts.		
Main Line.				Stocks.			Accounts.		
Freight.				Bonds.			Accounts.		
Pass.				Accounts and Cash.			Accounts.		
Engines.				Bonds.			Accounts.		
2d Track and Sidings.				Stocks.			Accounts.		
Branch Line.				Bonds.			Accounts.		
Main Line.				Stocks.			Accounts.		
Freight.				Bonds.			Accounts.		
Pass.				Accounts and Cash.			Accounts.		
Engines.				Bonds.			Accounts.		
2d Track and Sidings.				Stocks.			Accounts.		
Branch Line.				Bonds.			Accounts.		
Main Line.				Stocks.			Accounts.		
Freight.				Bonds.			Accounts.		
Pass.				Accounts and Cash.			Accounts.		
Engines.				Bonds.			Accounts.		
2d Track and Sidings.				Stocks.			Accounts.		
Branch Line.				Bonds.			Accounts.		
Main Line.				Stocks.			Accounts.		
Freight.				Bonds.			Accounts.		
Pass.				Accounts and Cash.			Accounts.		
Engines.				Bonds.			Accounts.		
2d Track and Sidings.				Stocks.			Accounts.		
Branch Line.				Bonds.			Accounts.		
Main Line.				Stocks.			Accounts.		
Freight.				Bonds.			Accounts.		
Pass.				Accounts and Cash.			Accounts.		
Engines.				Bonds.			Accounts.		
2d Track and Sidings.				Stocks.			Accounts.		
Branch Line.				Bonds.			Accounts.		
Main Line.				Stocks.			Accounts.		
Freight.				Bonds.			Accounts.		
Pass.				Accounts and Cash.			Accounts.		
Engines.				Bonds.			Accounts.		
2d Track and Sidings.				Stocks.			Accounts.		
Branch Line.				Bonds.			Accounts.		
Main Line.				Stocks.			Accounts.		
Freight.				Bonds.			Accounts.		
Pass.				Accounts and Cash.			Accounts.		
Engines.				Bonds.			Accounts.		
2d Track and Sidings.				Stocks.			Accounts.		
Branch Line.				Bonds.			Accounts.		
Main Line.				Stocks.			Accounts.		
Freight.				Bonds.			Accounts.		
Pass.				Accounts and Cash.			Accounts.		
Engines.				Bonds.			Accounts.		
2d Track and Sidings.				Stocks.			Accounts.		
Branch Line.				Bonds.			Accounts.		
Main Line.				Stocks.			Accounts.		
Freight.				Bonds.			Accounts.		
Pass.				Accounts and Cash.			Accounts.		
Engines.				Bonds.			Accounts.		
2d Track and Sidings.				Stocks.			Accounts.		
Branch Line.				Bonds.			Accounts.		
Main Line.				Stocks.			Accounts.		
Freight.				Bonds.			Accounts.		
Pass.				Accounts and Cash.			Accounts.		
Engines.				Bonds.			Accounts.		
2d Track and Sidings.				Stocks.			Accounts.		
Branch Line.				Bonds.			Accounts.		
Main Line.				Stocks.			Accounts.		
Freight.				Bonds.			Accounts.		
Pass.				Accounts and Cash.			Accounts.		
Engines.				Bonds.			Accounts.		
2d Track and Sidings.				Stocks.			Accounts.		
Branch Line.				Bonds.			Accounts.		
Main Line.				Stocks.			Accounts.		
Freight.				Bonds.			Accounts.		
Pass.				Accounts and Cash.			Accounts.		
Engines.				Bonds.			Accounts.		
2d Track and Sidings.				Stocks.			Accounts.		
Branch Line.				Bonds.			Accounts.		
Main Line.				Stocks.			Accounts.		
Freight.				Bonds.			Accounts.		
Pass.				Accounts and Cash.			Accounts.		
Engines.				Bonds.			Accounts.		
2d Track and Sidings.				Stocks.			Accounts.		
Branch Line.				Bonds.			Accounts.		
Main Line.				Stocks.			Accounts.		
Freight.				Bonds.			Accounts.		
Pass.				Accounts and Cash.			Accounts.		
Engines.				Bonds.			Accounts.		
2d Track and Sidings.				Stocks.			Accounts.		
Branch Line.				Bonds.			Accounts.		
Main Line.				Stocks.			Accounts.		
Freight.				Bonds.			Accounts.		
Pass.				Accounts and Cash.			Accounts.		
Engines.				Bonds.			Accounts.		
2d Track and Sidings.				Stocks.			Accounts.		
Branch Line.				Bonds.			Accounts.		
Main Line.				Stocks.			Accounts.		
Freight.				Bonds.			Accounts.		
Pass.				Accounts and Cash.			Accounts.		
Engines.				Bonds.			Accounts.		
2d Track and Sidings.				Stocks.			Accounts.		
Branch Line.				Bonds.			Accounts.		
Main Line.				Stocks.			Accounts.		
Freight.				Bonds.			Accounts.		
Pass.				Accounts and Cash.			Accounts.		
Engines.				Bonds.			Accounts.		
2d Track and Sidings.				Stocks.			Accounts.		
Branch Line.				Bonds.			Accounts.		
Main Line.				Stocks.			Accounts.		
Freight.				Bonds.			Accounts.		
Pass.				Accounts and Cash.			Accounts.		
Engines.				Bonds.			Accounts.		
2d Track and Sidings.				Stocks.			Accounts.		
Branch Line.				Bonds.			Accounts.		
Main Line.				Stocks.			Accounts.		
Freight.				Bonds.			Accounts.		
Pass.				Accounts and Cash.			Accounts.		
Engines.				Bonds.			Accounts.		
2d Track and Sidings.				Stocks.			Accounts.		
Branch Line.				Bonds.			Accounts.		
Main Line.				Stocks.			Accounts.		
Freight.				Bonds.			Accounts.		
Pass.				Accounts and Cash.			Accounts.		
Engines.				Bonds.			Accounts.		
2d Track and Sidings.				Stocks.			Accounts.		
Branch Line.				Bonds.			Accounts.		
Main Line.				Stocks.			Accounts.		
Freight.				Bonds.			Accounts.		
Pass.				Accounts and Cash.			Accounts.		
Engines.				Bonds.			Accounts.		
2d Track and Sidings.				Stocks.			Accounts.		
Branch Line.				Bonds.			Accounts.		
Main Line.				Stocks.			Accounts.		
Freight.				Bonds.			Accounts.		
Pass.				Accounts and Cash.			Accounts.		
Engines.				Bonds.			Accounts.		
2d Track and Sidings.				Stocks.			Accounts.		
Branch Line.				Bonds.			Accounts.		
Main Line.				Stocks.			Accounts.		
Freight.				Bonds.			Accounts.		
Pass.				Accounts and Cash.			Accounts.		
Engines.				Bonds.			Accounts.		
2d Track and Sidings.				Stocks.			Accounts.		
Branch Line.				Bonds.			Accounts.		
Main Line.				Stocks.			Accounts.		
Freight.				Bonds.			Accounts.		
Pass.				Accounts and Cash.			Accounts.		
Engines.				Bonds.			Accounts.		
2d Track and Sidings.				Stocks.			Accounts.		
Branch Line.				Bonds.			Accounts.		
Main Line.				Stocks.			Accounts.		
Freight.				Bonds.			Accounts.		
Pass.				Accounts and Cash.			Accounts.		
Engines.				Bonds.			Accounts.		
2d Track and Sidings.				Stocks.			Accounts.		
Branch Line.				Bonds.			Accounts.		
Main Line.				Stocks.			Accounts.		
Freight.				Bonds.			Accounts.		
Pass.				Accounts and Cash.			Accounts.		
Engines.				Bonds.			Accounts.		
2d Track and Sidings.				Stocks.			Accounts.		
Branch Line.				Bonds.			Accounts.		
Main Line.				Stocks.			Accounts.		
Freight.				Bonds.			Accounts.		
Pass.				Accounts and Cash.			Accounts.		
Engines.				Bonds.			Accounts.		
2d Track and Sidings.				Stocks.			Accounts.		

1876		1877		1878		1879		1880		1881		1882		1883		1884		1885		1886		1887		1888		1889		1890		1891		1892		1893		1894		1895		1896		1897		1898		1899		1900		1901		1902		1903		1904		1905		1906		1907		1908		1909		1910		1911		1912		1913		1914		1915		1916		1917		1918		1919		1920		1921		1922		1923		1924		1925		1926		1927		1928		1929		1930		1931		1932		1933		1934		1935		1936		1937		1938		1939		1940		1941		1942		1943		1944		1945		1946		1947		1948		1949		1950		1951		1952		1953		1954		1955		1956		1957		1958		1959		1960		1961		1962		1963		1964		1965		1966		1967		1968		1969		1970		1971		1972		1973		1974		1975		1976		1977		1978		1979		1980		1981		1982		1983		1984		1985		1986		1987		1988		1989		1990		1991		1992		1993		1994		1995		1996		1997		1998		1999		2000		2001		2002		2003		2004		2005		2006		2007		2008		2009		2010		2011		2012		2013		2014		2015		2016		2017		2018		2019		2020		2021		2022		2023		2024		2025		2026		2027		2028		2029		2030		2031		2032		2033		2034		2035		2036		2037		2038		2039		2040		2041		2042		2043		2044		2045		2046		2047		2048		2049		2050		2051		2052		2053		2054		2055		2056		2057		2058		2059		2060		2061		2062		2063		2064		2065		2066		2067		2068		2069		2070		2071		2072		2073		2074		2075		2076		2077		2078		2079		2080		2081		2082		2083		2084		2085		2086		2087		2088		2089		2090		2091		2092		2093		2094		2095		2096		2097		2098		2099		2100		2101		2102		2103		2104		2105		2106		2107		2108		2109		2110		2111		2112		2113		2114		2115		2116		2117		2118		2119		2120		2121		2122		2123		2124		2125		2126		2127		2128		2129		2130		2131		2132		2133		2134		2135		2136		2137		2138		2139		2140		2141		2142		2143		2144		2145		2146		2147		2148		2149		2150		2151		2152		2153		2154		2155		2156		2157		2158		2159		2160		2161		2162		2163		2164		2165		2166		2167		2168		2169		2170		2171		2172		2173		2174		2175		2176		2177		2178		2179		2180		2181		2182		2183		2184		2185		2186		2187		2188		2189		2190		2191		2192		2193		2194		2195		2196		2197		2198		2199		2200		2201		2202		2203		2204		2205		2206		2207		2208		2209		2210		2211		2212		2213		2214		2215		2216		2217		2218		2219		2220		2221		2222		2223		2224		2225		2226		2227		2228		2229		2230		2231		2232		2233		2234		2235		2236		2237		2238		2239		2240		2241		2242		2243		2244		2245		2246		2247		2248		2249		2250		2251		2252		2253		2254		2255		2256		2257		2258		2259		2260		2261		2262		2263		2264		2265		2266		2267		2268		2269		2270		2271		2272		2273		2274		2275		2276		2277		2278		2279		2280		2281		2282		2283		2284		2285		2286		2287		2288		2289		2290		2291		2292		2293		2294		2295		2296		2297		2298		2299		2300		2301		2302		2303		2304		2305		2306		2307		2308		2309		2310		2311		2312		2313		2314		2315		2316		2317		2318		2319		2320		2321		2322		2323		2324		2325		2326		2327		2328		2329		2330	
------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--

St. Paul and Pembina Railroad.

J. P. Farley, of St. Paul, Minn., Receiver of the St. Paul and Pembina Railroad, secured in Davenport, Iowa, on the 15th inst., an order from Judge Dillon of the United States Circuit Court for the issuing of \$1,016,800 in bonds, to be given the parties who furnished the money to build seventy-five miles of the main line to Pembina, Dakota, and the forty six miles branch to Alexander, Minnesota. The money for building the extension was furnished by the Bank of Montreal. Not until the fact that the road was completed was certified by Governor Pillsbury of Minnesota could Judge Dillon allow the issuing of bonds to pay for it.

Rails are laid on the Eastern Extension railway of Nova Scotia, from New Glasgow to Sutherland's River, some ten miles.

Statement of the Public Debt of the United States, November 1, 1878.

DEBT BEARING COIN INTEREST.		
	Amount Outstanding.	Accrued Interest.
5 per cent. bonds, 1855.....	\$260,000 00	\$4,333 33
6 per cent. 1881 bonds, 1881 (Oregon), 1881.....	18,415,000 00	368,300 00
6 per cent. 1881 bonds, 1881.....	945,000 00	17,900 00
6 per cent. 1881 bonds, 1881.....	180,321,350 00	3,780,427 00
6 per cent. 1881 bonds, 1883.....	75,000,000 00	1,500,000 00
6 per cent. 10-40 bonds, 1884.....	194,566,300 00	1,021,385 84
6 per cent. consols, 1885.....	61,430,200 00	1,232,724 00
6 per cent. consols, 1887.....	310,614,100 00	6,212,282 00
6 per cent. consols, 1888.....	37,460,300 00	749,306 60
6 per cent. funded loan of 1881.....	508,440,350 00	6,556,504 37
4 per cent. funded loan of 1891.....	250,000,000 00	1,875,000 00
4 per cent. funded loan of 1907.....	100,500,000 00	538,000 00
Aggregate of debt bearing coin interest.....	\$1,307,163,600 00	\$24,259,162 54
Interest due and unpaid.....		4,110,436 78
DEBT BEARING INTEREST IN LAWFUL MONEY.		
	Amount Outstanding.	Interest due and unpaid.
2 per cent. navy pension fund, 1868.....	\$14,000,000 00	\$140,000 00
DEBT ON WHICH INTEREST HAS CEASED SINCE MATURITY.		
	Amount Outstanding.	Interest due and unpaid.
4 to 6 per cent. old debt, 1837.....	\$57,666 00	\$64,174 81
5 percent. Mexican indemnity stock, 1840.....	1,104 91	85 74
6 per cent. bonds, 1847.....	1,250 00	22 00
6 per cent. bounty land scrip, 1847.....	3,300 00	213 39
6 per cent. Texas indemnity bonds, 1850.....	21,000 00	3,045 00
6 per cent. bonds, of 1858.....	8,000 00	600 00
6 per cent. bonds, 1860.....	10,000 00	600 00
6 per cent. 5-20 bonds, called 1862.....	418,550 00	375 07
6 per cent. 5-20 bonds, called June, 1864.....	88,200 00	632 94
6 per cent. 5-20 bonds, called 1866.....	228,700 00	63,372 24
6 per cent. Consol. bonds, called, 1865.....	13,545,150 00	193,192 56
1-10 to 6 per cent. treasury notes, prior to 1846.....	82,525 35	2,668 08
1-10 to 6 per cent. treasury notes, 1846.....	6,000 00	206 00
6 per cent. treasury notes, 1847.....	950 00	57 00
3 to 6 per cent. treasury notes, 1857.....	1,800 00	102 00
6 per cent. treasury notes, 1861.....	3,000 00	304 50
7 3-10 per cent. 3 years' treasury notes, 1861.....	16,700 80	1,141 30
5 per cent. 1 year notes, 1863.....	50,615 00	2,542 85
6 per cent. 2 year notes, 1863.....	38,450 00	2,108 15
6 per cent. compound interest notes, 1863-64.....	270,000 00	64,647 75
7 3-10 per cent. 3 years' treasury notes, 1864-65.....	155,350 00	7,360 47
6 per cent. certificates of indebtedness, 1862-63.....	5,000 00	318 48
4 to 6 per cent. temporary loan, 1864.....	3,060 00	256 06
3 per cent. certificates called.....	5,000 00	394 31
Aggregate of debt on which interest has ceased since maturity.....	\$15,025,370 28	\$397,315 08
DEBT BEARING NO INTEREST.		
	Amount Outstanding.	Unclaimed interest.
Demand notes 1861-62.....	\$2,005 00	
Legal tender notes, 1862-63.....	246,681,016 00	
Certificates of deposit.....	35,340,000 00	
Fractional currency, 1862-64.....	16,211,193 86	
Gold certificates, 1863.....	32,708,000 00	
Silver certificates.....	2,708,350 00	
Unclaimed interest.....		9,547 08
Aggregate of debt bearing no interest.....	\$434,310,824 86	\$9,547 08

RECAPITULATION.

	Amount Outstanding.	Interest.
Debt bearing interest in coin, viz:		
Bonds at 6 per cent.....	\$963,396,950 00	
Bonds at 5 per cent.....	768,293,650 00	
Bonds at 4 per cent.....	250,000,000 00	
Bonds at 4 per cent.....	160,500,000 00	
	\$1,897,163,600 00	\$23,369,592 27
Debt bearing interest in lawful money, viz:		
Navy pension fund, 3 per cent.....	14,000,000 00	140,000 00
Debt on which interest has ceased since maturity.....	15,025,370 28	397,315 08
Debt bearing no interest, viz:		
Old Demand and legal-tender notes.....	\$346,743,081 00	
Certificates of deposit.....	35,340,000 00	
Fractional currency.....	16,211,193 86	
Coin and Silver Certificates.....	35,516,350 00	
	\$434,310,824 86	
Unclaimed interest.....		9,547 08
Total debt, principal and interest, to date, including interest due and unpaid.....	\$2,270,500,595 12	\$23,916,961 96
	\$2,299,417,557 10	
AMOUNT IN TREASURY.		
	Amount	Accrued Interest
Coin.....	\$227,665,227 17	
Currency.....	1,711,246 75	
Currency held for redemption of fractional currency.....	10,000,000 00	
Special deposit held for redemption of certificates of deposit as provided by law.....	35,340,000 00	
	\$275,217,473 92	
Debt, less amount in Treasury, Nov. 1, 1878.....	\$2,024,200,083 18	
Debt, less amount in Treasury, on the 1st ult. 1878.....	2,024,908,485 98	
Decrease of debt during the past month.....	\$1,708,402 80	
Decrease of debt since June 30, 1878.....	11,538,748 64	
BONDS ISSUED TO THE PACIFIC RAILROAD COMPANIES, INTEREST PAYABLE IN LAWFUL MONEY.		
	Amount Outstanding.	Accrued Interest not paid.
Central Pacific bonds, 1862-64.....	\$25,885,120 00	\$517,702 40
Kansas Pacific bonds, 1862-64.....	6,308,000 00	126,000 00
Union Pacific bonds, 1862-64.....	27,236,512 00	844,730 24
Central Branch Union Pacific bonds, 1862-64.....	1,600,000 00	32,000 00
Western Pacific bonds, 1862-64.....	1,970,560 00	39,411 20
Sioux City and Pacific bonds, 1862-64.....	1,025,320 00	32,566 40
Totals.....	\$64,623,512 00	\$1,292,470 24
Interest paid by United States, \$39,835,039 84; interest repaid by transportation of mails, &c., \$10,416,104 60; balance of interest paid by United States, \$29,418,935 36.		
The foregoing is a correct statement of the public debt, as appears from the books and Treasurer's returns in the Department at the close of business, October 31, 1878.		
JOHN SHERMAN, Secretary of the Treasury.		
* This amount includes \$30,500,000 Five-twenty called Bonds not yet matured, against which a like amount of 4 per cent Bonds have been issued and are embraced in this statement, and the amount included in the coin balance.		
At the annual meeting of the stockholders of the Baltimore and Ohio Railroad Company, held in Baltimore on the 18th inst., the report of the directors for the year ending September 30, 1878, was read and unanimously accepted and approved. The old board of directors was unanimously re-elected. President Garrett then stated that, by the use of the earnings represented by the dividend in stock which had been declared, namely, \$546,472, and from additional net earnings, the floating debt has been further reduced since the close of the fiscal year (30th of September last) more than \$1,000,000.		
The gross earnings of the New York, Lake Erie and Western Railroad Company for the month of August, 1878, were \$1,445,929 08, the working expenses \$876,125 51, and the net earnings \$569,803 57; for the month of August, 1877, the earnings were \$1,271,130 88, the expenses \$829,592 85, and the net earnings \$441,537 98—showing an increase of net earnings for the month of \$128,265 59. The net earnings for the first 11 months of the financial year exceed those for the same period last year by \$1,041,828 96.		

Philadelphia Stock Exchange.

Closing Prices for the week ending Nov. 19.

W. 13. Th. 14. F. 15. Sat. 16. M. 17. Tu. 18.						
Allegheny Val. 7 3-10s.....	100	100	100	100	100	100
7s, Income.....	100	100	100	100	100	100
Camden & Am. 6s, 1883.....	100	100	100	100	100	100
6s, 1889.....	100	100	100	100	100	100
Mort. 6s, 1889.....	100	100	100	100	100	100
Camden and Atlantic.....	100	100	100	100	100	100
Preferred.....	100	100	100	100	100	100
1st mortgage.....	100	100	100	100	100	100
2d mortgage.....	100	100	100	100	100	100
Catawissa.....	100	100	100	100	100	100
Preferred.....	100	100	100	100	100	100
New preferred.....	100	100	100	100	100	100
7s, new.....	100	100	100	100	100	100
Del. & Bound Brook.....	99	99	99	99	99	99
7s.....	100	100	100	100	100	100
Elmira & Williamsport.....	100	100	100	100	100	100
Preferred.....	100	100	100	100	100	100
7s.....	100	100	100	100	100	100
Hunt. & B. Top Mt.....	100	100	100	100	100	100
Preferred.....	100	100	100	100	100	100
2d mortgage.....	100	100	100	100	100	100
Lehigh Navigation.....	100	100	100	100	100	100
6s, 1884.....	100	100	100	100	100	100
Gold Loan.....	99	99	99	99	99	99
Railroad Loan.....	100	100	100	100	100	100
Conv. Gold Loan.....	100	100	100	100	100	100
Lehigh Valley.....	100	100	100	100	100	100
6s, new, coupon.....	100	100	100	100	100	100
6s, new, registered.....	100	100	100	100	100	100
7s.....	110	110	110	110	110	110
Consol. mort. 6s.....	101	101	101	101	101	101
Little Schuylkill.....	100	100	100	100	100	100
Minehill & Sch. Haven. 4s.....	100	100	100	100	100	100
North Pennsylvania.....	100	100	100	100	100	100
1st mortgage 6s.....	100	100	100	100	100	100
2d mortgage 7s.....	100	100	100	100	100	100
Gen'l mort. 7s, coup.....	100	100	100	100	100	100
Gen'l Mort. 7s, reg.....	100	100	100	100	100	100
Northern Central.....	14	14	14	14	14	14
Pennsylvania R. R. 32.....	32	32	32	32	32	32
1st mortgage.....	100	100	100	100	100	100
Gen'l mortgage.....	100	100	100	100	100	100
Gen'l mort. reg.....	110	110	110	110	110	110
Consol. mort. 6s.....	99	99	99	99	99	99
Penn. & N.Y. Canal 7s.....	110	110	110	110	110	110
Penn. State 6s. 3d series.....	100	100	100	100	100	100
do. 3d series 110.....	110	110	110	110	110	110
do. 5s, new.....	111	111	111	111	111	111
Philadelphia City. 6s.....	107	107	107	107	107	107
6s, new.....	110	110	110	110	110	110
Phila. and Reading.....	13	13	13	13	13	13
Debtenture bonds.....	100	100	100	100	100	100
7s, of 1893.....	110	110	110	110	110	110
7s, new convertible.....	100	100	100	100	100	100
Gen'l mortgage 7s.....	100	100	100	100	100	100
Gen'l mortgage, reg. 101.....	101	101	101	101	101	101
Philadelphia and Erie.....	7	7	7	7	7	7
1st mortgage, 6s.....	100	100	100	100	100	100
2d mortgage, 7s.....	100	100	100	100	100	100
Pittsb. Cin. & Bt. L. 7s. 92.....	5	5	5	5	5	5
Pittsb. Titusv. & Buff. 6s.....	5	5	5	5	5	5
7s.....	34	34	34	34	34	34
Schuylkill Navigation.....	100	100	100	100	100	100
Preferred.....	100	100	100	100	100	100
6s, 1872.....	90	90	90	90	90	90
6s, 1882.....	60	60	60	60	60	60
6s, 1895.....	100	100	100	100	100	100
United Co. of N. Jersey.....	120	120	120	120	120	120
Hestonville, (Horse) 11.....	12	12	12	12	12	12
Chestnut & Wal. (do.) 64.....	100	100	100	100	100	100
Germantown (do.).....	100	100	100	100	100	100
Green and Coates (do.).....	100	100	100	100	100	100
Lombard & 8th (do.).....	100	100	100	100	100	100
2d and 3d streets (do.).....	100	100	100	100	100	100
Spruce and Pine (do.) 87.....	37	37	37	37	37	37
18th and 15th sts (do.).....	100	100	100	100	100	100

Baltimore Stock Exchange.

Closing Prices for the week ending Nov. 19.

	W. 13. Th	14. F. 15.	Sat. 16.	M. 17.	Tu. 18.	Th. 19.
Baltimore and Ohio ...	81	83	84	84	84	84
6s, 1880.....						
6s, 1885.....	106					
Central Ohio.....				100		
1st mortgage.....						
Marietta & Cincinnati.....						
1st mortgage, 7s.....				83	83	
2d mortgage, 7s.....	26	26			26	26
3d mortgage, 8s.....		11				
Northern Central.....						
2d mortgage, 6s 1885.....						106
3d mortgage, 6s, 1900.....						
6s, 1900, Gold.....	54					
Orange and Alex. 1st.....						
2d mortgage, 6s.....					15	
3d mortgage, 8s.....						
4th mortgage, 8s.....						
O., Alex. & Manassas 7s.....						
Pittsb. & Connellsv. 7s.....		95	95	96	96	96
Virginia 6s, Consol.....	52	53	53		54	54
Consol. Coupons.....	80	80	81	81	81	81
Deferred Certificates.....						
Western Maryland.....						
1st M., end. by Balt.....						
2d M., do.....						
3d M., do.....						
1st M., unendorsed.....						
2d M., end. Wash. Co.....						
3d Mort., preferred.....	69		69	69		
City Passenger R. R.....						

New York Stock Exchange.
Closing Prices for the week ending Nov. 20.

	Th.14	F.15	Sat.16	M.17	Tu.18	W.20
Adams Express.....	107	108	108	108	108	108
Albany and Susq.....	81	80	80	80	80	80
1st mortgage.....	111	111	111	111	111	111
2d mortgage.....	100	100	100	100	100	100
American Express.....	484	484	484	484	484	484
Am. Dock and Imp. 7s. 59						
Atlantic & Pacific Tel.....	201	201	201	201	201	201
Burl. C. R. & Nor.....	22	22	22	22	22	22
1st mortgage 5s.....	72	72	72	72	72	72
Canada So. 1st guar.....	76	76	76	76	76	76
Central of N. Jersey.....	33	33	33	33	33	33
1st mortgage 1890.....	114	114	114	114	114	114
7s, consolidated.....	87	87	87	87	87	87
7s, convertible.....	88	88	88	88	88	88
Central Pacific 6s, gold 107	107	107	107	107	107	107
1st M. (San Joaquin).....	92	92	92	92	92	92
1st M. (Cal. and Or.).....	93	93	93	93	93	93
Land grant 6s.....	92	92	92	92	92	92
Chicago and Alton.....	51	51	51	51	51	51
Preferred.....	51	51	51	51	51	51
1st mortgage.....	51	51	51	51	51	51
Sinking Fund.....	51	51	51	51	51	51
Chic. & Milwaukeel.....	111	111	111	111	111	111
7s, 1893.....	113	113	113	113	113	113
Chic. & Milwaukeel 1st.....	113	113	113	113	113	113
Chic. Mil. and St. Paul.....	32	32	32	32	32	32
Preferred.....	67	67	67	67	67	67
1st mortgage, 5s.....	121	121	121	121	121	121
2d mortgage, 7 5-10s.....	106	106	106	106	106	106
7s, gold.....	107	107	107	107	107	107
1st M. (La Crosse div.).....	109	109	109	109	109	109
1st M. (I. and M. div.).....	105	105	105	105	105	105
1st M. (I. and D. div.).....	105	105	105	105	105	105
1st M. (H. & D. div.).....	107	107	107	107	107	107
1st M. (O. & M. div.).....	107	107	107	107	107	107
Consolidated S. F.....	99	99	99	99	99	99
Chic. & Northwestern.....	43	43	43	43	43	43
Preferred.....	76	76	76	76	76	76
1st mortgage.....	76	76	76	76	76	76
Sinking Fund.....	76	76	76	76	76	76
Consolidated 7s.....	111	111	111	111	111	111
Consol. Gold bonds.....	105	105	105	105	105	105
Do, reg.....	105	105	105	105	105	105
Chic. Rock Isl. & Pac. 118	118	118	118	118	118	118
7s, 1896.....	118	118	118	118	118	118
6s, S. F.....	111	111	111	111	111	111
6s, 1917.....	111	111	111	111	111	111
Clev. Col. C. and Ind. 31	31	31	31	31	31	31
1st mortgage.....	31	31	31	31	31	31
Clev. & Pittsburg guar. 82	82	82	82	82	82	82
7s, Consolidated.....	111	111	111	111	111	111
4th mortgage.....	107	107	107	107	107	107
Clev. F. and Ash. 7s.....	107	107	107	107	107	107
7s, new.....	107	107	107	107	107	107
Col. Chi. & Ind. Cent 5	5	5	5	5	5	5
1st mortgage.....	5	5	5	5	5	5
2d mortgage.....	5	5	5	5	5	5
Del. & Hudson Canal. 47	47	47	47	47	47	47
Reg. 7s, 1891.....	97	97	97	97	97	97
Reg. 7s, 1894.....	97	97	97	97	97	97
7s, 1894.....	98	98	98	98	98	98
Del. Lack. & Western. 52	52	52	52	52	52	52
3d mortgage 7s.....	104	104	104	104	104	104
7s, Convertible.....	104	104	104	104	104	104
7s, Consol. 1907.....	104	104	104	104	104	104
Dt. of Columbia 5-6s.....	77	77	77	77	77	77
Erie Railway.....	19	19	19	19	19	19
Preferred.....	114	114	114	114	114	114
1st mortgage.....	114	114	114	114	114	114
2d mortgage.....	107	107	107	107	107	107
3d mortgage.....	107	107	107	107	107	107
4th mortgage.....	103	103	103	103	103	103
5th mortgage.....	109	109	109	109	109	109
Great Western 1st mort.....	105	105	105	105	105	105
2d mortgage.....	74	74	74	74	74	74
Hannibal & St. Joseph 16	16	16	16	16	16	16
Preferred.....	41	41	41	41	41	41
8s, Convertible.....	103	103	103	103	103	103
Hudson River 2d mort.....	102	102	102	102	102	102
Illinois Central.....	79	79	79	79	79	79
Kansas Pacific.....	11	11	11	11	11	11
Lake Shore & Mich. So. 68	68	68	68	68	68	68
Consol. 7s.....	113	113	113	113	113	113
Consol. 7s, reg.....	113	113	113	113	113	113
2d Consolidated.....	105	105	105	105	105	105
Lake Shore Div. bonds.....	105	105	105	105	105	105
Leh. & W.B. 7s, Con.....	104	104	104	104	104	104
Long Dock bonds.....	114	114	114	114	114	114
L'ville & Nash. 7s Cons.....	104	104	104	104	104	104
Michigan Central.....	69	69	69	69	69	69
7s, 1902.....	111	111	111	111	111	111
8s, 1892, S. F.....	109	109	109	109	109	109
M. S. and N. I. 1st S.F.....	84	84	84	84	84	84
Morris and Essex.....	83	83	83	83	83	83
1st mortgage.....	107	107	107	107	107	107
2d mortgage.....	107	107	107	107	107	107
7s of 1871.....	100	100	100	100	100	100
7s, Convertible.....	81	81	81	81	81	81
7s, Consolidated.....	93	93	93	93	93	93
N. Y. Cent. & Hud. Riv. 112	112	112	112	112	112	112
7s, Sinking fund, 1876.....	103	103	103	103	103	103
6s, Sinking fund, 1887.....	103	103	103	103	103	103
1st mortgage.....	120	120	120	120	120	120
N. Y. Elevated 1st M.....	90	90	90	90	90	90
N. York and Harlem.....	142	142	142	142	142	142
Preferred.....	142	142	142	142	142	142
1st mortgage.....	142	142	142	142	142	142
1st mortgage, reg.....	118	118	118	118	118	118

New York Stock Exchange.
Closing Prices for the week ending Nov. 20.

	Th.14	F.15	Sat.16	M.17	Tu.18	W.20
New Jersey.....	129	129	129	129	129	129
N. Y. N. Haven & Hart.....	161	161	161	161	161	161
North Missouri 1st M.....	8	8	8	8	8	8
Ohio and Mississippi.....	14	14	14	14	14	14
Preferred.....	14	14	14	14	14	14
2d mortgage.....	73	73	73	73	73	73
Consolidated 7s.....	104	104	104	104	104	104
Consol. Sinking fund.....	104	104	104	104	104	104
Ontario Silver.....	39	39	39	39	39	39
Pacific Mail S. S. Co.....	16	16	16	16	16	16
Pacific R. R. of Mo.....	104	104	104	104	104	104
1st mortgage.....	104	104	104	104	104	104
2d mortgage.....	122	122	122	122	122	122
Panama.....	100	100	100	100	100	100
Pitts. Ft. W. & Chi. 100	121	121	121	121	121	121
1st mortgage.....	121	121	121	121	121	121
2d mortgage.....	117	117	117	117	117	117
3d mortgage.....	107	107	107	107	107	107
Pullman Palace Car.....	73	73	73	73	73	73
Quicksilver Mining Co.....	101	101	101	101	101	101
Preferred.....	2	2	2	2	2	2
St. L. Alton and T. H.....	2	2	2	2	2	2
Preferred.....	2	2	2	2	2	2
1st mortgage.....	36	36	36	36	36	36
Income bonds.....	15	15	15	15	15	15
St. L. Iron Mt. & S. 15	14	14	14	14	14	14
1st mortgage.....	109	109	109	109	109	109
2d mortgage.....	109	109	109	109	109	109
St. L. Jack. & Chi. 1st.....	5	5	5	5	5	5
St. L. Kan. City & N. 5	5	5	5	5	5	5
Preferred.....	23	23	23	23	23	23
Tol. P. & V. 1st E. D.....	21	21	21	21	21	21
1st mort. West. Div.....	67	67	67	67	67	67
Union Pacific.....	107	107	107	107	107	107
1st mortgage.....	107	107	107	107	107	107
Land Grant 7s.....	105	105	105	105	105	105
Sinking Fund 8s.....	102	102	102	102	102	102
United States Express.....	47	47	47	47	47	47
Wabash.....	23	23	23	23	23	23
1st mortgage.....	106	106	106	106	106	106
2d mortgage.....	75	75	75	75	75	75
7s, Consolidated.....	61	61	61	61	61	61
St. Louis Division.....	86	86	86	86	86	86
Wells-Fargo Express.....	99	99	99	99	99	99
Western Pacific bonds.....	104	104	104	104	104	104
Western Union Tel.....	98	98	98	98	98	98
7s, S. F. conv., 1900.....	96	96	96	96	96	96

Boston Stock Exchange.

Closing Prices for the week ending Nov. 20.

	Th. 14	F. 15	Sat. 16	M. 17	Tu. 18	W. 20
Atch., Top. and Sap. Fe. 84	84	84	84	84	84	84
1st mortgage.....	107	107	107	107	107	107
2d mortgage.....	103	103	103	103	103	103
Land Grant 7s.....	106	106	106	106	106	106
Income 8s.....	106	106	106	106	106	106
Boston and Albany.....	127	127	127	127	127	127
7s, reg.....	127	127	127	127	127	127
6s, 1896.....	127	127	127	127	127	127
Boston and Lowell.....	76	76	76	76	76	76
7s.....	76	76	76	76	76	76
Boston and Maine.....	106	106	106	106	106	106
Boston and Providence.....	103	103	103	103	103	103
Boston, Hart. & Erie 7s.....	28	28	28	28	27	27
Boston Water Power.....	1	1	1	1	1	1
Burl. & Mo. E. L. G. 7s.....	113	113	113	113	113	113
Burl. & Mo. R. in Neb. 112	113	113	113	113	113	113
8s, old.....	113	113	113	113	113	113
8s, new.....	113	113	113	113	113	113
Ohl. Burl. and Quincy 111	111	111	111	111	110	110
7s.....	112	112	112	112	112	112
6s, new.....	112	112	112	112	112	112
Om., Band. and Clev.....	4	4	4	4	3	3
Concord (450).....	138	138	138	138	138	138
Connecticut River.....	13	13	13	13	13	13
Eastern.....	13	13	13	13	13	13
Scip.....	13	13	13	13	13	13
New 3/4 Bonds.....	124	124	124	124	124	124
Fitchburg.....	124	124	124	124	124	124
Kan. C. Top. & West.....	89	89	89	89	89	89
1st mortgage.....	107	107	107	107	107	107
Michigan Central.....	69	69	69	69	69	69
Nashua and Lowell.....	105	105	105	105	105	105
Northern, N. H.....	105	105	105	105	105	105
Norwich & Worcester.....	105	105	105	105	105	105
Ogden & Lake Cham. 13	123	123	123	123	123	123
Preferred.....	69	69	69	69	61	61
Old Colony.....	94	94	94	94	94	94
7s.....	94	94	94	94	94	94
Ph., Wil. & Balt. (450). 64	64	64	64	64	64	64
Portl'd, Saco & Ports. 80	80	80	80	80	80	80
Pueblo & A. V. 63	63	64	64	64	65	65
7s.....	100	100	100	100	100	100
Pullman Palace Car.....	73	73	73	73	73	73
Union Pacific.....	66	66	66	66	66	66
6s.....	105	105	105	105	105	105
Land Grant 7s.....	105	105	105	105	105	105
Sinking Fund 8s.....	101	100	100	100	100	100
Vermont and Canada.....	114	114	114	114	114	114
Vermont and Mass.....	112	112	112	112	112	112
Worcester and Nashua.....	29	29	29	29	29	29
Cambridge (Horse).....	100	100	100	100	100	100
Metropolitan ().....	89	89	89	89	89	89
Middlesex ().....	100	100	100	100	100	100
Central Mining Co.....	100	100	100	100	100	100
Calumet and Hecla.....	168	168	170	170	170	170
Copper Falls.....	100	100	100	100	100	100
Franklin.....	100	100	100	100	100	100
Quincy.....	100	100	100	100	100	100

\$9,456 of the amount of the State taxes in the fifty-three other counties for the year 1878. Add to the value of the eggs sold the value of poultry sold in 1874, and we have the sum of \$1,762,628 more in amount than the State taxes in these fifty-three counties in 1878."

It seems scarcely possible that the hens can show so large a balance to their credit as the sum named after paying the State taxes; but the State Assessor ought to know. The only comment possible is this advice to taxpayers: Keep as many hens as you can, and save the eggs.

Unfavorable weather hindered the transaction of outdoor business during a part of the current week, and indoor operations sympathized to an extent and dragged.

Foreign Monetary advices are more favorable. In London money is easier than at our last report. Although the Bank of England's rate remains at 6 per cent the rate for money in open market is only $4\frac{1}{2}$ to $4\frac{3}{4}$ per cent. The Bank continues to gain moderate coin balances and by its high rate of discount plainly intends to hold those balances if possible. Berlin advices report a gain of 8,100,000 marks specie for the past week by the Bank of Germany.

We have been accustomed to consider only exports from the Atlantic ports in our trade statistics, but it seems this has been an oversight. The *St. Louis Republican* gives some figures for grain exports to foreign ports via the Mississippi River, for the current year from January 1 to November 14, inclusive. The shipments have been of wheat 1,341,786 bushels; of corn, 2,558,796 bushels; of rye, 525,808 bushels, and of oats, 108,867; a total of 4,534,707 bushels. Freight to Liverpool or other European ports via this route from St. Louis, as compared with all-rail to New York and thence by steamer, are decidedly in favor of the Southern route, taking the all-rail rates on the basis of 35 cents per 100 pounds from St. Louis to New York. A difference of some five days time, however, stands in favor of the Northern route. It is easy to see that this all-water route, when assisted as at present by low prices for grain at home and abroad, may become a powerful winter competitor of the trunk lines.

Business on the Stock Exchange has not been large; strictly speaking, only a "brokers" business. A few of the low priced Western railroad stocks, hitherto wholly neglected, have shown some activity. In two or three instances a marked advance has been made, but the general tone of the market must be quoted very dull. The sales were 159,000 shares on Saturday, 122,000 on Monday, 138,600 on Tuesday, and 114,000 on Wednesday.

Boston Monetary advices are somewhat peculiar. Loans by the banks are now so much reduced that at the Clearing House almost no borrowers at all are reported. The only rate named is 1 per cent, with small dealings even at that low figure. In the discount market the rates range from $3\frac{1}{2}$ to 5 per cent, with only choice factory names at the first named rate. Prime commercial names are passed at $4\frac{1}{4}$ per cent. Boston Banks following the initiative of the New York banks have agreed to exclude silver from current deposits.

Philadelphia advices show a very easy Money

market with more lenders than borrowers. Call loans are made at $3\frac{1}{2}$ per cent. Prime commercial paper is done at $4\frac{1}{2}$ per cent, according to quality and date. Business on the Stock Exchange was quiet and dealings were not large in amount. Fluctuations in railroad stocks were slight. We now quote Pennsylvania Railroad shares at $33\frac{1}{2}$ to $33\frac{3}{4}$. Reading Railroad dull at $13\frac{3}{4}$ to $13\frac{1}{2}$. Coal stocks prior to the close suffered a decline from sympathy with a similar movement in New York.

From Baltimore there is no change reported in the condition of the Money market. The supply of money is liberal and it is easily obtained upon good security at low rates. The trade of the city is reported satisfactory for the season. Exports of grain are not fully equal to expectations. At the Stock Board business was fairly active and prices were generally firmer. Baltimore and Ohio Railroad, common stock, was active and higher. Sales were made at $84\frac{1}{4}$ to $84\frac{1}{2}$. Dividend scrip was sold at $84\frac{1}{2}$. Considerable lots of both stock and scrip were taken at these quotations. Northern Central Railroad quiet at $13\frac{1}{2}$ to $14\frac{1}{2}$. Miscellaneous stocks quiet.

Government securities in this market have ruled firm. The subscriptions to the 4 per cent loans have been exceptionally large amounting on Saturday to \$1,872,800; on Monday to \$1,130,400; on Tuesday to \$1,208,950. We now quote all issues as follows:

United States 6s, 1881, registered, $108\frac{7}{8}$ to 109 ; do. coupon, $108\frac{3}{4}$ to $108\frac{5}{8}$; 5-20s, 1865, new, registered, $103\frac{1}{2}$ to $103\frac{3}{4}$; do. coupon, $103\frac{1}{2}$ to $103\frac{3}{4}$; do. 1867, registered, $105\frac{1}{2}$ to $106\frac{1}{2}$; do. coupon, $105\frac{3}{4}$ to 106 ; do. 1868, registered, $108\frac{1}{2}$ to $109\frac{1}{4}$; do. coupon, $108\frac{1}{2}$ to $109\frac{1}{4}$; ten-forties, registered, $107\frac{3}{8}$ to $107\frac{1}{2}$; do. coupon, $107\frac{3}{8}$ to $107\frac{1}{2}$; 5 per cents, 1881, registered, $105\frac{1}{4}$ to $105\frac{1}{2}$; do. coupon, $105\frac{1}{4}$ to $105\frac{1}{2}$; $4\frac{1}{2}$ per cents, 1891, registered, $103\frac{1}{2}$ to $103\frac{3}{4}$; do. coupon, $104\frac{1}{2}$ to $104\frac{3}{4}$; 4 per cents, 1907, reg., $100\frac{1}{4}$ to $100\frac{3}{8}$; do. coupon, $100\frac{1}{4}$ to $100\frac{3}{8}$; sixes, currency, 121.

Gold has been quiet and unchanged since our last report. We still quote at $100\frac{1}{2}$ and dull. Bar silver in London was lower at $50\frac{1}{2}$ to $50\frac{3}{4}$ d. per ounce.

Foreign exchange remains dull, with scarcity of commercial bills offering, and a limited demand for remittance drafts. Sterling is not quotably different from our last week's rates, $4\frac{1}{2}$ to $4\frac{3}{4}$ for 60 day bills, and $4\frac{1}{2}$ to $4\frac{3}{4}$ for sight drafts.

Domestic Produce has been fairly active. Dealings in wheat were liberal both for export and speculation. Of the latter, it was rumored on the Produce Exchange that some well-known Wall street operators were operating for a "corner" in December delivery. Chicago was the field chosen and the amount of wheat bought was said to be 5,000,000 bushels. This amount is probably exaggerated. The week's exports exclusive of specie, were \$6,365,550.

Cotton continues irregular. A fair demand exists for export and consumption at moderate prices. Receipts, however, are lighter than estimated although in excess of last year's receipts for the same time. Receipts at all the ports since Sept. 1, 1878, 1,445,814 bales against 1,232,101 for same time in 1877. We now quote middling uplands at 9 7-16 cents per pound. Futures may

be quoted at 9.33 for November delivery; December, 9.37; January, 9.50; February, 9.61; March, 9.73; April, 9.84.

Ocean freights are steady. Engagements to Liverpool, by sail, for grain, $7\frac{1}{2}$; and by steam, for grain, $7\frac{1}{2}$ to $8\frac{1}{2}$. To London, by steam, grain, 8d. by sail, grain, $7\frac{1}{2}$ to $8\frac{1}{2}$. To Cardiff, by steam, grain, quoted at 9d. To Hull, steam, grain, 8d. From Baltimore to a French port, by sail, grain, 5s. 9d. per quarter. Philadelphia to French port, by sail, grain, 5s. 9d. per quarter.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Central of New Jersey Adj't bonds, 82; 1st consol. ass., 73; do. conv., ass., $72\frac{1}{4}$; Am. Dock and Imp. Co. 7s, ass. 55; Southern Pacific of Cal. 1st mort., $94\frac{1}{2}$; Missouri, Kansas and Texas R. R., $5\frac{1}{2}$; do. consol. ass., $47\frac{1}{4}$; do. 2d, $15\frac{1}{2}$; Louisiana and Missouri River 1st mort., $99\frac{3}{4}$; Erie and Pittsburg consol., 91; Nashville and Decatur 1st mort., $100\frac{1}{4}$; Toledo and Wabash 2d mort., $97\frac{1}{4}$; Winona and St. Peter 2d mort., 88; Chicago and Alton Income, $100\frac{1}{2}$; Denver and Rio Grande 1st mort., 84; East Tenn., Va. and Ga. 1st mort., $100\frac{1}{2}$; Grand Rapids and Indiana 1st mort., $86\frac{1}{2}$; Illinois and Southern Iowa 1st mort., ex coup., $87\frac{1}{2}$; Rome, Watertown and Ogdensburg consol., 30; Memphis and Charleston 1st mort., 99; Houston and Gt. Northern 1st mort., with coup. certif., 68; Chicago, St. Paul and Minnesota 1st mort., $79\frac{3}{4}$; Buffalo, New York and Erie 1st mort., 1016, 110; Chicago and Northwestern Int. bonds, $105\frac{1}{4}$; International 1st mort., with int. certif., 69; Iowa Midland 1st mort., $102\frac{3}{4}$; Milwaukee and St. Paul I. & D. extension, $97\frac{3}{4}$; Kansas Pacific 1st mort. J. & D., with int. certif., $101\frac{1}{2}$; 1st mort. 7s, Denver div., with coup. certif., $73\frac{3}{8}$; South Pacific 1st, $86\frac{1}{2}$; Quincy and Toledo 1st mort. ex coup., 80; Cleve., Col. Cin. and Ind. 7s, consol., $92\frac{1}{2}$; Louisville and Nashville R. R., 39; do. 2d, $87\frac{1}{2}$; Toledo and Wabash 7s, consol., 71; Rensselaer and Saratoga 1st mort., 116; St. Louis and San Francisco R. R., $2\frac{1}{2}$; do. pref., $4\frac{1}{2}$; do. 1st pref., $8\frac{1}{2}$; do. 2d mort. class A, 50; do. class B, 80; do. class C, 26; New Jersey Southern R. R., 1%; Canada Southern R. R., $41\frac{1}{4}$; Consol Coal of Md., 25; Georgia 7s, new, 109; Louisiana 7s, consol., $76\frac{1}{2}$; Missouri 6s, H. & St. J. issue, 1887, $104\frac{1}{2}$; North Carolina 6s, new, A. & O., $9\frac{1}{4}$; do. old, J. & J., $16\frac{1}{2}$; do. special tax 2d class, 2; Missouri 6s, 1888, $105\frac{1}{2}$; do. 1887, 105; do. 1886, $104\frac{1}{4}$; do. 1883, $103\frac{1}{2}$; Virginia 6s, def., $7\frac{1}{4}$. The latest quotations are: Adams Exp., $106\frac{1}{2}$ to $107\frac{1}{2}$; American Exp., $49\frac{1}{2}$ to $50\frac{1}{2}$; Atlantic and Pacific Telegraph, $28\frac{1}{4}$ to $28\frac{3}{4}$; Central Railroad of New Jersey, $31\frac{1}{2}$ to $31\frac{3}{4}$; Chicago, Burlington and Quincy, $110\frac{1}{2}$ to $110\frac{3}{4}$; Chicago and Alton, $78\frac{1}{2}$ to $79\frac{1}{2}$; do. pref., $102\frac{1}{4}$ to —; Chicago and Northwestern, $44\frac{1}{2}$ to $44\frac{3}{4}$; do. pref., $77\frac{1}{4}$ to $77\frac{3}{4}$; Chicago, Milwaukee and St. Paul, $33\frac{1}{2}$ to $33\frac{3}{4}$; do. pref., $68\frac{1}{2}$ to $68\frac{3}{4}$; Chicago, Rock Island and Pacific, $118\frac{1}{2}$ to $118\frac{3}{4}$; Cleveland, Columbus, Cincinnati and Indianapolis, $80\frac{1}{2}$ to $81\frac{1}{2}$; Cleveland and Pittsburg, $81\frac{1}{2}$ to $81\frac{3}{4}$; Delaware and Hudson Canal, $44\frac{1}{2}$ to $44\frac{3}{4}$; Delaware, Lackawanna and Western, $49\frac{1}{2}$ to $50\frac{1}{2}$; Erie, $18\frac{1}{2}$ to $18\frac{3}{4}$; do. pref., 31 to 32 ; Hannibal and St. Joseph, $15\frac{1}{2}$ to $15\frac{3}{4}$; do. pref., $38\frac{1}{2}$ to $39\frac{1}{4}$; Illinois Central, $76\frac{1}{2}$ to $77\frac{1}{4}$; Kan-

nas Pacific 10% $\frac{1}{2}$ @11; Lake Shore and Michigan Southern, 68% $\frac{1}{2}$ @68 $\frac{1}{2}$; Michigan Central, 68% $\frac{1}{2}$ @69; Morris and Essex, 82% $\frac{1}{2}$ @83; N. Y. Central and Hudson River, 111% $\frac{1}{2}$ @112; New York and Harlem, 140% $\frac{1}{2}$ @142 $\frac{1}{2}$; Ohio and Miss., 7@7 $\frac{1}{2}$; do. pref., 15@15 $\frac{1}{2}$; Pacific Mail, 15% $\frac{1}{2}$ @16; Panama, 128@125; Pittsburg, Ft. Wayne and Chicago, 99% $\frac{1}{2}$ @100 $\frac{1}{2}$; Quicksilver, 10@11; do. pref., 32% $\frac{1}{2}$ @35; St. Louis, Kansas City and Northern, 5% $\frac{1}{2}$ @6; do. pref., 24% $\frac{1}{2}$ @25; Union Pacific, 66@66 $\frac{1}{2}$; U. S. Express, 47@48; Wells Fargo Express, 98% $\frac{1}{2}$ @99 $\frac{1}{2}$; Western Union Telegraph, 96% $\frac{1}{2}$ @96 $\frac{1}{2}$; Wabash, 22@22 $\frac{1}{2}$.

Philadelphia.—West Chester and Philadelphia R. R. 7s, 113% $\frac{1}{2}$; Philadelphia and Reading R. R. scrip, 50% $\frac{1}{2}$; American Steamship Co. 6s, 80% $\frac{1}{2}$; Steubenville and Indiana 5s, 96; West Jersey 7s, 106; Texas and Pacific 1st mort. 6s, 89; Allegheny Valley scrip, 81; Pennsylvania Canal 6s, 65; United Companies' consol. 6s, 108; Northern Pacific R. R., 4; do. pref., 20% $\frac{1}{2}$; Oregon Steam Nav., 85; Pennsylvania Car Trust Series A, 99; do. Series D, 99% $\frac{1}{2}$; West Philadelphia R. R., 63; Morris Canal 51; do. pref., 126; Central Transp., 41% $\frac{1}{2}$; Pittsburg 7s, W. L., 103% $\frac{1}{2}$. The latest quotations are: City 6s, 106@109; do. free of tax, 117@117 $\frac{1}{2}$; Pennsylvania State 6s, 2d series, 104% $\frac{1}{2}$ @105; do. 3d series, 110% $\frac{1}{2}$ @111; do. 5s, new loan, 111@111 $\frac{1}{2}$; Philadelphia and Reading 13% $\frac{1}{2}$ @13% $\frac{1}{2}$; do. Gen'l mort. 7s, coup., 101@102; do. reg. 101@101 $\frac{1}{2}$; do. mort., 6s, 1880, 104% $\frac{1}{2}$ @105 $\frac{1}{2}$; do. 7s, new conv., 50@65; do. 7s, 1893, 109@110; United New Jersey R. R. and Canal Co., 129% $\frac{1}{2}$ @130; Pittsburg, Titusville and Buffalo R. R., 5% $\frac{1}{2}$ @5% $\frac{1}{2}$; do. 7s, 84% $\frac{1}{2}$ @85; Camden and Amboy mort. 6s, 1889, 108% $\frac{1}{2}$ @109; Pennsylvania R. R., 33@33% $\frac{1}{2}$; do. 1st mort., 105% $\frac{1}{2}$ @106; do. gen'l mort., coupon, 110@111% $\frac{1}{2}$; do. reg., 109@112; do. consol. mort. 6s, reg., 98% $\frac{1}{2}$ @99; Little Schuylkill R. R., 43@44; Morris Canal, 50@—; do. pref., 126@127; Susq. Canal, 2@6; do. 6s, 25@40; Schuylkill Nav. 2@6; do. pref., 6@6% $\frac{1}{2}$; do. 6s, 1907, 59% $\frac{1}{2}$ @60; do. 1897, 90@94; Elmira and Williamsport pref., 39@40% $\frac{1}{2}$; do. 7s, 106% $\frac{1}{2}$ @107% $\frac{1}{2}$; do. 5s, 57@65; Lehigh Coal and Navigation, 16@16% $\frac{1}{2}$; do. 6s, 1884, 105@105% $\frac{1}{2}$; do. R. R. loan, 105@105% $\frac{1}{2}$; do. Gold Loan, 94% $\frac{1}{2}$ @95; North Pennsylvania, 37@38; do. 6s, 108% $\frac{1}{2}$ @108% $\frac{1}{2}$; do. 7s, 113% $\frac{1}{2}$ @114; do. Gen'l mort. 7s, reg., 108% $\frac{1}{2}$ @109; Philadelphia and Erie, 7@7% $\frac{1}{2}$; do. 6s, 108% $\frac{1}{2}$ @104; do. 7s, 101@104% $\frac{1}{2}$; Minehill, 48% $\frac{1}{2}$ @48% $\frac{1}{2}$; Catawissa, 5@6; do. pref., 83@85; do. new pref., 80@81; do. 7s, 1900, 106@107; Lehigh Valley, 87% $\frac{1}{2}$ @87% $\frac{1}{2}$; do. 1st mort. 6s, 112% $\frac{1}{2}$ @113% $\frac{1}{2}$; do. 7s, reg., 116@118; do. consol. mort., 102@102% $\frac{1}{2}$; Fifth and Sixth streets (horse), 90@97; Second and Third, 79% $\frac{1}{2}$ @80% $\frac{1}{2}$; Thirteenth and Fifteenth, 44@45; Spruce and Pine, 37@38; Green and Coates, 50@51; Chestnut and Walnut, 64@65; Hestonville, 11% $\frac{1}{2}$ @11% $\frac{1}{2}$; Germantown, 49% $\frac{1}{2}$ @50; Union, 70@71% $\frac{1}{2}$; Lombard and South, 9% $\frac{1}{2}$ @10.

Baltimore.—Canton 6s, gold, 98% $\frac{1}{2}$; Baltimore and Ohio 2d pref., 90; do. scrip, 84% $\frac{1}{2}$; Wilmington, Columbia and Augusta 7s, 25; Union R. R. Canton end., 104% $\frac{1}{2}$; Northern Pacific pref., 18% $\frac{1}{2}$; Central Ohio pref., 88; Baltimore City 5s, new, 104% $\frac{1}{2}$; do. 5s, 1894, 103% $\frac{1}{2}$; do. 6s, 1890, 110% $\frac{1}{2}$; do. 6s, exempt, 112; do. 6s, 1900, 110% $\frac{1}{2}$; Maryland Defense 6s, 108% $\frac{1}{2}$. The latest quotations are:

Cincinnati and Baltimore, 7s, 80@80; Wilmington and Weldon 7s, 96@100; Wilmington, Columbia and Augusta 7s, 25@—; Richmond and Danville 1st mort., 75@—; Pittsburg and Connelleville 7s, 1898, 96% $\frac{1}{2}$ @97; Baltimore and Ohio, 84@84% $\frac{1}{2}$; do. scrip, 84@84% $\frac{1}{2}$; do. 6s, 1880, 102@—; do. 1885, 105@105% $\frac{1}{2}$; Northern Central, 13@14% $\frac{1}{2}$; do. 6s, 1885, 106@107% $\frac{1}{2}$; do. 6s, 1900, 101@—; do. 6s, 1900, gold, 94% $\frac{1}{2}$ @94% $\frac{1}{2}$; Marietta and Cincinnati 1st mort. 1892, —@85; do. 2d mort. 7s, 26% $\frac{1}{2}$ @26% $\frac{1}{2}$; do. 3d mort. 8s, 10% $\frac{1}{2}$ @12; Central Ohio, 22@25; do. pref., 36@40; do. 1st mort., 99% $\frac{1}{2}$ @100; Western Maryland 1st mort. 6s, 1890, 101@—; do. 1st mort. guar., 108@—; do. 2d mort., guar., 108@—; do. 3d mort. guar., 108@108% $\frac{1}{2}$; do. 2d mort. pref., 68% $\frac{1}{2}$ @70; 2d mort., guar. by Washington Co., 104@—; Virginia and Tennessee 2d mort. 6s, 85@90; do. 3d mort. 8s, 94@98; Orange and Alexandria 1st mort. 6s, 90@94; do. 2d mort. 6s, 75@75% $\frac{1}{2}$; do. 3d mort. 8s, 35@40; do. 4th mort. 8s, 12@—; Orange, Alex. and Manassas 7s, 43@45; Baltimore 6s, 1884, 108@—; do. 1886, 109% $\frac{1}{2}$ @—; do. 1886, new, 108@108; do. 1890, 110% $\frac{1}{2}$ @110% $\frac{1}{2}$; do. 1900, 111@112; do. 1900, new, 110@—; do. 1902, 112@112% $\frac{1}{2}$; do. 1902, new, 111@112; do. 6s, exempt, 111@112; do. 5s, 1894, 103% $\frac{1}{2}$ @103% $\frac{1}{2}$; do. 5s, new, 104% $\frac{1}{2}$ @104% $\frac{1}{2}$; Memphis 6s, 30@—; do. new, 42@60; Maryland Defense 6s, 1883, 108% $\frac{1}{2}$ @108% $\frac{1}{2}$; do. 6s, exempt, 112@113; do. 6s, 1890, 106% $\frac{1}{2}$ @—; do. 5s, 99@—; Virginia consol. 6s, 54% $\frac{1}{2}$ @55; do. 2d series, 30% $\frac{1}{2}$ @31% $\frac{1}{2}$; Virginia Consol. coupons, 81% $\frac{1}{2}$ @81% $\frac{1}{2}$; West Virginia def. certifi., 7% $\frac{1}{2}$ @8; Baltimore City Passenger R. R., 33% $\frac{1}{2}$ @84; Baltimore and Catonsville R. R., —@15; George's Creek Coal, —@90; Atlantic Coal, 0.75@1.15; Canton Co., 21@25; do. gold 6s, 90@98% $\frac{1}{2}$; Union R. R., Canton end., 100@—.

Boston.—New York and New England R. R. 27% $\frac{1}{2}$; Chicago, Dubuque and Minnesota R. R., 53; Republican Valley R. R., 108% $\frac{1}{2}$; Denver and Rio Grande R. R., 12% $\frac{1}{2}$; do. 7s, 95; do. 7s, certificate, 84; Boston and Maine 7s, 116; Pleasant Hill and De Soto 7s, 100; Burlington and Missouri River in Nebraska 6s, exempt, 102% $\frac{1}{2}$; do. non-exempt, 100; Essex 6s, 1886, 90; Florence and El Dorado 7s, 95% $\frac{1}{2}$; Ogdensburg and Lake Champlain 1st mort., 99% $\frac{1}{2}$; do. 8s, 1890, 100; Cheshire R. R. pref., 25% $\frac{1}{2}$; do. 6s, 1898, 100% $\frac{1}{2}$; Chicago, Iowa and Nebraska R. R., 127% $\frac{1}{2}$; Cedar Rapids and Missouri River R. R., 91% $\frac{1}{2}$; New Hampshire 6s, 113; Cambridge 6s, 1903, 112% $\frac{1}{2}$; Boston 6s, 1886, gold, 106% $\frac{1}{2}$; Toledo 7s, 30s, 1900, 100% $\frac{1}{2}$; Duncan Silver Mining Co., 5% $\frac{1}{2}$; Osceola, 11.

Mining.

The Empire Gold Mining Company is now paying its fourth monthly dividend, the amount being increased to one per cent per month on the par value of the shares. The product of the mine during the four months preceding November was \$147,290, out of which four dividends have been paid, additional machinery erected, and a substantial basis for a reserve fund carried over. We learn from Mr. White, the Treasurer, that a shipment of \$17,000 on account of the first ten days of November is now in transit. This indicates an ascending ratio of dividends and a highly satisfactory outlook for the stockholders.

Attention is directed to some remarks in an-

other column respecting the Plumas Mine of California and the Stringfellow Mine of Virginia.

Investment Securities.

Messrs. John J. Cisco & Son are offering for sale the first mortgage Bonds of the Keokuk and Des Moines Railway at 87% and interest.

These bonds bear five per cent interest, have 45 years to run and are guaranteed by the Chicago, Rock Island and Pacific Railroad Co. The total bonded debt is \$2,750,000 which is at the low rate of \$17,000 per mile on the 162 miles of line operated.

The amount returned on the investment at the price the Bonds are offered at, is close on six per cent, which considering the excellent character of the guarantee and the low rate at which the road is bonded, render these securities a most desirable investment for trust or other funds where absolute security is a primary consideration.

The same eminent firm has also for sale a small parcel of the Second Mortgage Gold Bonds of the Louisville and Nashville Railroad Co., payable in 1883, fifteen years before the maturity of the First Mortgage Bonds. The total amount of this Second Mortgage issue is \$2,000,000, the interest of seven per cent being payable May and November in this city.

A reference to the last published Balance Sheet of the road shows that the ratio of bonded debt to total length is about \$16,000 per mile, and that after taking care of its interest and meeting every other liability, it was in a position to pay a dividend to its stockholders of about 6 per cent.

With this exceptionally favorable showing the lot offered by Messrs. Cisco are not likely to remain long in the market. The price at which they may now be purchased will speedily lead to their being taken in bulk and withdrawn from the market. With every prospect of permanent ease in the money market prudent investors will not neglect this opportunity of securing a handsome return on their capital for the next five years.

Redemption of Five-Twenty Bonds.

The Secretary of the Treasury issued on the 16th inst., the seventy-second call for the redemption of 5-20 bonds of 1865—consols of 1865. The call is for \$5,000,000, of which \$2,000,000 are coupon and \$3,000,000 registered bonds. The principal and interest will be paid at the Treasury on and after Feb. 16, 1879, and the interest will cease on that day. The following are the descriptions of the bonds:

Coupon bonds, dated July 1, 1865, namely: \$100, Nos. 140,001 to 142,000, both inclusive; \$500, Nos. 99,001 to 102,000, both inclusive; \$1,000, Nos. 193,001 to 197,000, both inclusive.

Registered bonds, redeemable at the pleasure of the United States after the first day of July, 1870: as follows: \$50, No. 2,486 to No. 2,493, both inclusive; \$100, Nos. 19,151 to 19,222, both inclusive; \$500, Nos. 11,251 to 11,279, both inclusive; \$1,000, Nos. 38,651 to 39,000, both inclusive; \$5,000, Nos. 12,101 to 12,350, both inclusive; \$10,000, Nos. 23,541 to 24,120, both inclusive.

The Boston Journal says that the Boston Revere Beach and Lynn Railroad will pay a dividend of 3 per cent on the 1st of January, with a fair prospect of 6 per cent dividend per annum hereafter.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq.	13,500,000	J. & J.	July '78 24	Little Schuylkill*	2,648,100	J. & J.	July '78 15	Ware River*	170,000	J. & J.	July '78 24
Atlantic and West Point.	1,232,200	J. & J.	July '78 4	Long Island	3,000,000	M. & S.	May '78 10	Warren (N. J.)	1,800,000	A. & O.	Oct. '78 4
Atlantic and Gulf guar.	786,476	M. & N.	Nov. '78 24	Louisv., Cin. and Lex.	1,623,488	J. & J.	July '69 3	Warwick Valley	225,000	A. & O.	Oct. '77 31
Atlantic and St. Law.	5,000,000	M. & S.	Sept. '78 2	..... pref.100	848,700	J. & J.	Jan. '74 44	Westchester & Phil. pref.	821,300	J. & J.	July '78 4
Augusta and Savannah.	1,022,900	J. & D.	Dec. '77 24	Louisville & Nashville.	9,008,418	F. & A.	Aug. '78 14	West Jersey	1,559,750	F. & A.	Aug. '77 3
Avon, Genesee & Mt. M.	225,000	A. & O.	Jan. '78 5	Louisv., N. Alb. & Chi.	3,000,000	J. & D.	Dec. '70 3	Wilmington & Weldon.	1,463,200	J. & D.	Nov. '78 3
Baltimore and Ohio.	14,216,800	M. & N.	Nov. '78 4	Lovell and Andover	500,000	J. & J.	July '78 24	Winchester & Potomac*	180,000	J. & J.	July '78 2
Washington Br.	1,650,000	A. & O.	Oct. '78 5	Lowell and Lawrence	200,000	A. & O.	Apr. '78 2	Winchester & Strasburg*	500,000	J. & J.	July '78 24
Berkshire*	320,500	quarterly	Apr. '78 12	Lykens Valley	600,000	F.M.A.N.	Feb. '78 24	Worcester and Nashua.	1,789,800	J. & J.	July '76 2
Boston and Albany	20,000,000	M. & N.	Nov. '78 4	Manchester and Law.	1,000,000	M. & N.	Nov. '78 5	HORSE-POWER R. R.			
Bos., Cin., F. & N. Bed.	2,623,500	—	—	Marletta & Cincinnati.	1,408,912	—	—	Albany City	110,300	—	—
Agricultural Br. guar.	60,000	J. & D.	June '76 3	..... 1st pref. 50	8,180,719	M. & S.	Sep. '66 3	Baltimore City	1,000,000	J.A. J.O.	Oct. '78 3
Bost., Cono. & Mont. pref.	800,000	M. & N.	Nov. '78 2	..... 2d pref. 50	4,460,368	M. & S.	Sep. '66 3	Balt., Cat. & El. Mills.	110,000	J. & J.	July '78 3
Boston and Lowell.	3,250,000	J. & J.	June '78 2	Massachusetts*	400,000	F. & A.	Aug. '78 1	Boston & Chelsea pref.	200,000	J.A. J.O.	Apr. '78 4
Boston and Maine.	6,921,274	M. & N.	Nov. '78 3	Michigan Central	18,738,204	J. & D.	June '78 2	Broadway (Brooklyn)	2,100,000	J.A. J.O.	Apr. '78 2
Boston and Providence.	4,000,000	M. & N.	Nov. '78 3	Middlesex Central	2,130,204	F. & A.	Aug. '78 13	Broadw. & 7th Av. (N.Y.)	4,000,000	A. & O.	Apr. '78 2
Attleborough Branch.	131,700	J. & J.	July '78 24	M. Hill Creek & Minehill*	323,375	J. & J.	July '78 5	Brooklyn & Hunter's Pt.	2,000,000	F.M.A.N.	Feb. '78 2
Bost., Revere B. & Lynn.	350,000	quarterly	Jan. '79 3	M. Hill & Schuyl. Hav.	3,856,450	J. & J.	July '78 24	Brooklyn City	309,000	J. & J.	July '71 2
Buffalo, N. Y. and Erie*	960,000	J. & D.	June '78 24	Mobile & Montgomery.	2,794,800	J. & J.	Feb. '78 24	Cambridge.	824,300	A. & O.	Oct. '77 4
Burl. & Mo. Riv. in Neb.	8,838,000	F. & A.	Nov. '78 2	Morris and Essex*	15,000,000	J. & J.	July '78 2	Can. Park N. & E. Riv.	1,068,400	J. & J.	July '78 3
Camden and Atlantic.	377,400	quarterly	Apr. '78 2	Mt. Carbon & Pt. Carbon.	282,350	M. & N.	May '78 2	Citizens' (Phil.)	600,000	J. & J.	Jan. '78 10
..... pref. 50	838,311	quarterly	Apr. '78 2	Nashua and Lowell.	800,000	A. & O.	Oct. '77 3	Citizens' (Pbg.)	200,000	M. & N.	Nov. '77 10
Camden & Burl. Co.	381,925	J. & J.	July '78 3	Nashua and Rochester.	1,185,000	A. & O.	Oct. '77 3	Coney Island & Brookl.	500,000	—	—
Orpe May and Millville.	447,000	J. & D.	Dec. '77 8	Nashville and Decatur.	1,529,000	J. & D.	June '78 3	Continental (Phila.)	180,000	M. & N.	July '78 2
Catawissa & Foggelsv.	426,900	Novemb.	Nov. '74 6	Nash., Chat. & St. Louis.	6,575,256	A. & O.	Apr. '78 1	D. Dock, E. B'dw. & Bat.	1,200,000	F.M.A.N.	Feb. '78 2
Catawissa*	1,159,500	Oct. ber.	Oct. '78 11	Naugatuck	2,000,000	J. & J.	July '78 5	Eight Avenue (N.Y.)	1,000,000	J. & J.	Jan. '78 6
..... pref. 50	2,000,000	M. & N.	Nov. '78 3	Nequehoning Valley*	1,000,000	M. & S.	Sep. '78 5	Elizabeth and Newark	200,000	—	—
..... 2d pref. 50	889,170	J. & J.	July '78 5	N. Castle & Beaver Val.	1,800,000	quarterly	Oct. '74 3	Frankl. & Southw. (Ph.)	600,000	J. & J.	Nov. '77 9
Cayuga and Susq.	6,860,400	F.M.A.N.	Nov. '78 1	N. Haven & Northamp.	605,000	quarterly	Apr. '78 13	Germantown (Ph.)	1,000,000	J. & J.	July '78 3
Cedar Rapids & Mo. R.	769,600	F. & A.	Aug. '78 24	New London Northern*	1,418,800	quarterly	Apr. '78 13	Girard College (Ph.)	500,000	J. & J.	July '71 3
..... pref.100	7,000,000	J. & J.	Jan. '78 2	N. Y. Cen. & Hudson R.	89,428,330	quarterly	Oct. '78 2	Grand St. and Newton.	170,000	J. & J.	July '71 2
Central of Georgia.	20,000,000	quarterly	Apr. '78 24	New York and Harlem.	8,500,000	J. & J.	July '78 4	Green & Coates St. (Ph.)	500,000	J. & J.	Jan. '78 2
Central of New Jersey.	2,425,000	J. & J.	July '78 2	..... pref.100	1,500,000	J. & J.	July '78 3	Heston, Mantau & Fairm.	2,050,000	J. & J.	Jan. '71 1
Central Ohio*	400,000	J. & J.	July '78 2	..... City Line.	15,000,000	annually	Apr. '78 3	Highland.	290,000	M. & N.	Nov. '77 4
Central Pacific.	54,275,500	A. & O.	Oct. '77 4	N. Y., N. H. & Hartf.	3,000,000	J. & J.	July '78 5	Lomb. & South Sts. (Ph.)	105,000	A. & O.	Oct. '77 6
Chemung*	880,000	quarterly	July '78 11	N. Y. Provid. & Boston.	3,000,000	quarterly	Nov. '78 2	Lynn and Boston.	200,000	—	—
Cheshire, preferred.	2,155,300	J. & J.	July '78 1	Nig. Bridge & Canand*	1,000,000	J. & J.	July '78 3	Malden and Melrose.	200,000	—	—
Chicago and Alton.	10,065,400	M. & S.	Sept. '78 24	North Carolina*	4,000,000	M. & S.	Mar. '78 3	Metropolitan (Boston).	1,500,000	J. & J.	July '78 4
..... pref.100	2,425,400	M. & S.	Sept. '78 24	N. Eastern (S.C.) pref.	3,978,150	F. & A.	Aug. '78 2	Middlesex (Boston).	400,000	M. & N.	Nov. '78 3
Chicago, Burl. & Quincy.	27,958,242	M. & S.	Sept. '78 4	North Pennsylvania.	9,178,150	A. & O.	Apr. '78 6	N. Y., Bay Ridge & Jam.	102,540	—	—
Chicago, Iowa & Nebraska.	9,116,200	J. & J.	July '78 5	Northern Central	8,842,000	A. & O.	Apr. '78 6	Ninth Avenue (N. Y.)	797,320	—	—
Chi., Mil. and St. Paul.	16,401,261	A. & O.	Dec. '70 7	Northern N. Hampsh.	8,068,400	J. & D.	Dec. '78 2	Orange and Newark.	282,555	—	—
..... pref.100	12,774,483	A. & O.	Oct. '78 24	Northern New Jersey*	1,000,000	J. & J.	July '77 2	Philadelphia City	475,000	J. & J.	July '77 2
Chicago & N. Western.	14,988,807	J. & D.	June '78 5	Norwich & Worcester*	2,604,400	J. & J.	July '78 5	Philadelphia and Darby	200,000	J. & J.	July '78 4
..... pref.100	22,025,603	J. & D.	June '78 5	Ogdens & L. Champ.	8,077,000	J. & J.	July '76 2	Phila. and Grey's Ferry	284,776	J. & J.	Jan. '78 2
Chicago, B. I. & Pacific.	20,980,000	quarterly	Nov. '78 2	..... pref.100	2,000,000	A. & O.	Apr. '78 4	Pbg. Alleg. & Manchester	200,000	quarterly	Apr. '78 2
Cin., Ham. & Dayton.	3,500,000	A. & O.	Apr. '78 4	Ohio and Mississippi.	20,000,000	quarterly	Mar. '76 3	Second Avenue (N.Y.)	1,192,500	J.A. J.O.	Apr. '78 2
Cin., Sand. and Clev.*	2,980,550	—	—	..... pref.100	4,080,000	J. & D.	Mar. '76 3	Second & Third Sts. (Ph.)	926,100	quarterly	Jan. '78 3
..... pref. 50	418,150	M. & N.	Nov. '78 3	Old Colony	6,733,800	J. & J.	July '78 3	17th & 19th streets (Ph.)	500,000	J. & J.	Jan. '78 4
Clev., Col., Cin. & Ind.	14,991,800	F. & A.	Feb. '76 3	Oswego and Syracuse*	482,400	F. & A.	Feb. '78 4	Sixth Avenue (N. Y.)	750,000	M. & N.	Nov. '77 5
Cleveland & Mahoning*	2,057,569	M. & N.	May '77 3	Panama	7,000,000	quarterly	Nov. '78 3	Third Avenue (N. Y.)	2,000,000	F.M.A.N.	Feb. '78 5
Cleveland & Pittsburg*	11,236,150	quarterly	Dec. '78 12	Paterson and Hudson*	682,000	J. & J.	July '78 4	13th & 15th street (Ph.)	1,000,000	J. & J.	July '78 2
Columbus and Xenia.	1,786,800	M.J.S.D.	Sept. '78 2	Paterson and Newark*	250,000	J. & J.	July '78 3	23d street (N. Y.)	600,000	J. & J.	Jan. '78 4
Colum. & Hocking Val.	2,500,000	F. & A.	Aug. '78 4	Paterson and Ramapo*	248,000	J. & J.	July '78 3	Somerville (Boston).	98,000	M. & N.	Nov. '78 3
Concord.	1,500,000	M. & N.	Nov. '78 5	Pemb. & Hightstown*	342,150	J. & J.	Nov. '78 2	South Boston.	450,000	J. & J.	July '78 3
Concord and Ports.	850,000	J. & J.	July '78 24	Pennsylvania	68,570,200	M. & N.	Nov. '78 2	Union (Boston).	374,800	J. & J.	July '78 5
Conn. & Passump. Riv.	2,176,700	F. & A.	Aug. '78 1	Peoria & Bureau Val.	1,200,000	F. & A.	Aug. '78 4	Union (Phila.)	400,000	J. & J.	July '78 5
Connecticut River.	2,100,000	J. & J.	July '78 4	Philadelphia and Erie*	6,004,309	J. & J.	Jan. '75 4	West Philadelphia.	400,000	J. & J.	July '77 10
Cumberland Valley.	1,292,950	J.A.J.O.	July '78 24	..... pref. 50	2,400,000	J. & J.	Jan. '75 4	CANALS.			
..... 1st pref. 50	241,900	A. & O.	Apr. '78 4	Phil. Ger. & Norristown*	1,626,250	M.J.S.D.	Sept. '78 3	Chesapeake & Delaware	1,983,563	J. & D.	June '75 2
..... 2d pref. 50	248,000	A. & O.	Apr. '78 4	Philadelphia & Reading	32,726,375	quarterly	Jan. '76 24	Delaware Division	1,633,350	F. & A.	Feb. '78 4
Danbury and Newl.	600,000	quarterly	Mar. '78 11	..... pref. 50	1,651,800	quarterly	July '76 24	Delaware and Hudson.	20,000,000	F. & A.	Aug. '76 4
Dayton & Michigan*	2,39,350	A. & O.	Apr. '78 13	Phila. and Trenton*	1,259,100	quarterly	Oct. '78 24	Delaware and Raritan*	5,847,400	quarterly	Oct. '78 24
..... pref. 50	1,286,100	quarterly	July '78 2	Phila., Wil. & Balt.	11,564,250	J. & J.	July '78 4	Lehigh Coal & Navigat.	10,845,550	J.S.D.M.	Sept. '76 1
Delaware*	1,230,950	J. & J.	July '78 3	Pittsb., Ft. W. & Chi.*	19,714,285	quarterly	Oct. '78 13	Monongahela Navigat.	1,003,500	J. & J.	Jan. '78 6
Del., Lackaw. & Westn.	26,200,000	quarterly	July '76 24	..... Special Imp.	5,504,300	quarterly	Oct. '78 13	Morris (consolidated).	1,025,000	F. & A.	Feb. '78 2
Detroit & Milwaukee*	822,140	—	—	Pittsfield & N. Adams.	460,000	J. & J.	July '78 2	..... (preferred).	1,176,000	F. & A.	Feb. '78 5
..... pref. 50	2,095,000	J. & D.	Dec. '69 7	Portl., Saco & Portland.	1,500,000	J. & J.	July '78 3	Pennsylvania	4,337,950	—	—
Dubuque & Sioux City*	5,000,000	A. & O.	Oct. '78 24	Providence & Worcester.	2,000,000	J. & J.	July '78 3	Schuyl. Nav. (common)*	1,908,207	annually	A. '78 70c.
East Pennsylvania*	1,309,200	J. & J.	July '78 3	Raleigh and Gaston.	1,500,000	J. & J.	July '71 6	..... (pref.).	2,398,977	annually	A. '78 140c.
East Mahanoy*	392,950	J. & J.	July '78 3	Rensselaer & Saratoga*	6,000,000	J. & J.	Jan. '78 4	MISCELLANEOUS.			
East Tenn., Va. & Ga.	1,968,274	A. & O.	Apr. '76 3	Richmond & Petersburg.	1,008,000	J. & J.	July '78 2	Adams Express	12,000,000	quarterly	Dec. '78 2
Eastern (Mass.)	4,997,600	J. & J.	July '78 3	Roch. & Genesee Val.	556,200	J. & J.	Jan. '78 3	American Coal	1,600,000	M. & S.	Sept. '77 24
Eastern (N. H.)	492,500	J. & J.	July '78 3	Rome, Watert. and Ogd.	2,998,900	J. & J.	July '78 3	American Express	18,000,000	J. & J.	Jan. '79 2
Elmira, Jof. & Canand*	500,000	F. & A.	Feb. '78 24	Rutland preferred.	4,168,700	F. & A.	Feb. '75 34	Amoskeag Manuf. Co.	3,000,000	J. & D.	Nov. '78 5
Elmira & Williamsport*	500,000	M. & N.	Nov. '77 24	St. Croix and Penobscot.	100,000	J. & J.	July '71 2	Calumet and Hecla Mining.	80,000 shs	F.M.A.N.	Nov. '78 45
..... pref. 50	500,000	J. & J.	July '78 4	St. Alb., Alt. & T. Haute.	2,300,000	—	—	Central Mining Co.	10,250,000	Annual.	Feb. '78 45
Erie Railway	70,000,000	—	—	St. L., Mt. & South*	2,469,400	F. & A.	Feb. '78 2	Consolidation (Md.) Coal.	10,250,000	M. & S.	Jan. '78 24
..... pref.100	8,636,910	—	—	St. L., Kan. C. & North.	14,448,950	F. & A.	Feb. '74 3	George's Creek O. & I.	100,000	J. & J.	Jan. '78 3
Erie and Pittsburg*	1,090,250	quarterly	June '78 13	..... pref.100	12,000,000	—	—	Gilberton Coal Co.	100,000	—	—
Fitchburg	4,500,000	J. and J.	July '78 34	Sa'em and Lowell.	2,433 shs	M. & S.	Mar. '78 5	Maryland Coal	4,400,000	F. & A.	Feb. '76 1
Georgia	4,200,000	J. and J.	July '78 3	Schuylkill Valley*	1,676,050	J. & J.	July '78 24	Mariposa Gold.	2,386,000	—	—
Grand Trunk (Ca.) 1st pf.	16,100,000	—	—	Seaboard and Roanoke.	1,151,400	M. & N.	Nov. '78 3	..... pref.100	8,638,400	—	—
Great Western (Ca.)	19,237,404</										

The Coal Trade.

The total tonnage of anthracite coal from all the regions for the week ending November 9th as reported by the several carrying companies, amounted to 458,402 tons, against 526,301 tons in corresponding week last year, a decrease of 67,899 tons. The total amount of anthracite mined for the year is 14,173,510 tons, against 17,048,924 tons for same period last year, a decrease of 2,875,414 tons. The quantity of bituminous coal sent to market for the week amounted to 85,068 tons, against 84,700 tons in corresponding week last year, an increase of 368 tons. The total amount of bituminous mined for the year is 2,932,309 tons, against 2,906,923 tons for corresponding period last year, an increase of 25,386 tons. The total tonnage of all kinds of coal for the week is 543,500 tons, against 611,001 tons in corresponding week last year, a decrease of 67,501 tons, and the total tonnage for the coal year is 17,106,819 tons, against 19,956,847 tons to same date last year, a decrease of 2,850,028 tons. The product of the mines of the Cumberland coal region for the week ending November 9 was 50,873 tons, and for the year to that date 1,441,456 tons, an increase of 11,730 tons as compared with the corresponding period of last year. The shipments to the Baltimore and Ohio Railroad were, for the week, 23,292 tons; for the year, 760,190 tons, an increase of 78,882 tons as compared with 1877. The shipments to the Chesapeake and Ohio Canal were, for the week, 19,897 tons; for the year, 552,239 tons, an increase of 12,896 tons as compared with 1877. The shipments to the Pennsylvania Railroad were, for the week, 7,684 tons; for the year, 129,025 tons, a decrease of 10,161 tons as compared with 1877. The quantity of coal and coke carried over the Pennsylvania Railroad for the first week of November was 99,350 tons, of which 77,718 tons were coal, and 21,632 tons coke. The total carried for the year is 4,114,595 tons, of which 3,163,854 tons were coal and 950,471 tons coke. These figures embrace all the coal carried over the road, east and west. The Reading Railroad reports a tonnage for the week ending November 16 of 180,500 tons, of which 52,000 tons were sent to Port Richmond. The shipments thence during the week amounted to 53,000 tons. The receipts of coal at Perth Amboy during the week ending November 16 were 15,592 tons, the shipments 19,611 tons, and the amount on hand at that date 54,382 tons. At the same date last year the amount on hand was 101,706 tons.—*Phila. Ledger*, Nov. 18.

United States Supreme Court.

The following decisions, among others, were rendered in the United States Supreme Court at Washington on the 18th inst.:

No. 48. The Chicago and Northwestern Railway Company, appellant, vs. Thomas Sayles—Appeal from the Circuit Court of the United States for the Northern district of Illinois. This was an action brought by Sayles, the present appeller, for an alleged infringement of letters patent granted in 1852 to one Henry Tanner upon an improved car brake originally invented by Thompson and Bachelder in 1847. The Court holds that the Stevens brake used by the railway company is not an infringement of the Tanner patent, now owned by the present appellee, because when Thompson and Bachelder, Tanner's assignees, filed their original application in 1847, at least two other kinds of double brakes, similar in construction to theirs, were already in use; that the construction and mode of operation of the Stevens brake are altogether so different from those of the brake owned by the present appellee that they must be regarded as independent inventions. The decree of the Circuit Court is therefore reversed, with costs, and the cause remanded, with directions to enter a decree dismissing the bill of complaint.

The opinion was delivered by Justice Bradley. No. 59. The city of Navoo plaintiff in error vs. George A. Ritter—In error to the Circuit Court of the United States for the Southern District of

Illinois. The question in this cause is whether a city, which has bonded itself in order to make a subscription to the capital stock of a railroad, can decline to pay the matured coupons of its bonds on the ground that the latter had been issued without a previous submission of the question to the people in a general election. The Court holds that the recital referred to on the face of the bonds and printed on their backs that the election required by law was duly held, is sufficient in the hands of an innocent holder to estop the municipality from offering to show that there really was no such election. The judgment of the lower court is affirmed, with costs and interest.

Chief Justice Waite announced the decision of the Court.

Commerce of New York.

The foreign imports at New York for the month of October, 1878, are officially stated as follows:

	1877.	1878.
Entered for consumpt'n.	\$10,525,096	\$12,606,386
Do. for warehousing....	5,658,850	4,222,608
Free goods ..	9,094,630	7,431,612
Specie and bullion....	807,292	2,564,960

Total entered at port... \$26,085,368 \$26,825,566
Withdrawn fr. wareh'ise 9,685,551 5,584,884

The foreign imports at New York for ten months from January 1, were:

	1877.	1878.
Entered for consumpt'n.	\$11,021,494	\$115,902,253
Do. for warehousing ..	77,168,882	56,910,565
Free goods ..	77,173,592	66,127,790
Specie and bullion....	12,490,284	17,925,406

Total entered at port... \$283,854,252 \$256,866,014
Withdrawn fr. wareh'ise 71,563,566 58,806,606

The duties received at New York for ten months ending with October, were:

	1877.	1878.
January	\$8,058,938 72	\$7,154,924 85
February.....	8,224,434 61	7,914,953 48
March.....	8,696,637 63	8,571,501 20
April	7,569,482 75	7,696,243 39
May	7,054,082 33	6,527,083 58
June	6,102,426 72	5,957,185 22
July	7,132,747 46	8,108,513 74
August	10,018,122 33	10,149,191 69
September	9,068,929 44	9,080,936 88
October	8,392,221 85	8,349,904 94

Total..... \$80,317,028 84 \$79,605,388 97

The exports from New York to foreign ports in the month of October, were:

	1877.	1878.
Domestic produce....	\$30,258,630	\$28,838,012
Foreign free goods....	143,721	174,135
Do. dutiable.....	749,029	392,404
Specie and bullion....	951,297	487,022

Total exports.... \$32,102,677 \$29,891,573
Do. exclusive of specie. 31,151,380 29,404,551

The exports from New York to foreign ports for ten months from January 1, were:

	1877.	1878.
Domestic produce....	\$234,417,703	\$285,812,860
Foreign free goods....	1,786,750	2,872,905
Do. dutiable.....	4,209,543	4,555,465
Specie and bullion....	25,782,435	11,801,397

Total exports.... \$266,196,431 \$305,042,627
Do. exclusive of specie. 240,413,996 298,241,230

The Philadelphia and Reading Coal and Iron Company are encouraged in their efforts to introduce anthracite coal into the Mediterranean markets, from the fact that England sent out to that region last year 14,880,899 tons of coal, 333,640 tons of cinders and 205,511 tons of patent fuel. The vessels which took out the cargoes ob-

tained return freights, which paid the expenses of both trips. Mr. W. H. Schenck, the United States Consul at Barcelona, expresses his firm belief that anthracite would be one of the main items for the cargo of a line of steamers to the Mediterranean.

The gross receipts of the Grand Trunk Railway of Canada for the month of September, 1878, were £160,787, the working expenses £111,344, and the net profit £49,443; for the month of September, 1877, the receipts were £179,452, the expenses £125,929, and the net profit £53,523—showing a decrease in receipts of £18,665, in expenses £14,585, and in net profit of £4,080. For the three months ending September 30, 1878, the gross receipts were £439,361, the working expenses £338,398, and the net profit £100,963; for the three months ending September 30, 1877, the receipts were £485,102, the expenses £363,613, and the net profit £121,489—showing a decrease in receipts of £45,741, in expenses of £25,215, and the net profits of £20,526.

The number of passengers carried on the New York Elevated Railroad from January 1 to October 1, 1878, was 5,959,855. The average passenger traffic per day during the month of October was 63,478½. Mr. Cowing, Secretary of the company, states that an additional section, from Sixty-seventh to Eighty-ninth street, will be running during the present month; that another from Eighty-ninth street to Harlem will be running in December, and that on January 1, 1879, another section will be in operation on the west side, from Fifty-ninth to Eighty-third street, as well as the branch from Chatham square to the City Hall.

The call for Five-twenty bonds issued on the 16th inst. by the Secretary of the Treasury is the seventy-second in regular succession, and is the first issued since 16th September last. The amount of 5 20s of 1865 outstanding and not called is \$12,168,500 coupon and \$9,629,900 registered bonds—total, \$21,798,400.

Mr. John Bradshaw, master of road on the lines of the Baltimore and Ohio Railroad between Cumberland and the Ohio River, has been appointed master of road for the entire main line and branches between Baltimore and Washington in the East, and Parkersburg, Bellaire and Wheeling in the West.

Mr. John L. Wilson has been appointed superintendent of terminal tracks and structures of the Baltimore and Ohio Railroad at Baltimore in which position he will have charge of the important works at Locust Point, stations, tracks in the city, etc.

By order of the Court of Chancery, the Bridgeton and Port Norris (N. J.) Railroad will be offered for sale on Saturday, 30th inst., at Bridgeton.

Mr. Thomas B. Lee, of Newark, N. J., has been appointed Assistant Engineer of Hydraulic Improvements of the Brazilian Empire, South America.

The reducible debt of the State of Ohio now aggregates \$6,476,805 30, of which \$4,076,400 30 will fall due Jan. 30, 1881, and the remainder, \$2,404,165, in 1881.

At a meeting of the Wabash Railway Company, held on the 19th inst., C. K. Garrison and A. M. Billings were elected directors in the place of W. Colburn and W. S. Gurnee, resigned. The board as now constituted is as follows: C. K. Garrison, Cyrus W. Field, H. A. V. Post, M. K. Jesup, E. H. R. Lyman, Solon Humphreys and W. M. Bliss, of New York; Jas. Cheney, of Fort Wayne; A. L. Hopkins, of Toledo; C. Ridgeley, of Springfield, Ill., and A. M. Billings, of Chicago. C. K. Garrison was elected President in place of James A. Roosevelt resigned.

The Milwaukee Wisconsin says that 500 men are now at work upon the Sparta and Viroqua Railroad, extending from Sparta to Viroqua, in Vernon county, Wis., and it is expected, with reasonably fair weather, that twelve miles of it from Sparta south will be completed before the weather becomes so severe as to stop work. If this expectation be realized the whole distance of thirty miles will be in operation by the end of June next. This road will prove a valuable feeder to the Chicago, Milwaukee and St. Paul Railway, of which it will practically form a branch.

The directors of the Ashtabula and Pittsburgh Railroad Company have executed a mortgage of \$1,500,000, bearing six per cent interest, to replace the old seven per cent bonds. They have also agreed to expend \$10,000 in building new docks at Ashtabula. The company now have enough money on hand to pay the semi-annual interest and \$20,000 over. The officers of the company are: Warren Packard, President; D. B. McCoy, Superintendent; A. F. Hubbard, Secretary and Treasurer; J. F. Brooks, Attorney.

It is stated that the directors of the Eastern Shore Railroad Company have consented to the sale of the road under the bill filed in the United States Court a few months ago. The Somerset (Md.) Herald thinks that when the road passes into other hands it is likely that first class steamers will be placed upon the route between Crisfield and Norfolk, and a through line will be established between the Northern cities and the South.

A receiver has been asked for the Galena and Southern Railroad. This road is now completed from Galena northwardly to Platteville, in Wisconsin, a distance of about forty miles, and has another extension of ten miles, extending north, which is only partially equipped. It is declared that no amount of the loan has been repaid, and that the amount now due is \$568,000.

Articles of incorporation were filed with the Secretary of State of Illinois on the 6th inst. of the Danville and Pekin Railroad Company with a capital of \$2,800,000. The company is formed for the purpose of operating the Indianapolis, Bloomington and Western Railroad, which was recently sold under decree of the United States Court.

A certificate of incorporation has been filed with the Secretary of State of Ohio of the Youngstown and Canton Valley Railroad Company, branch line to run from a point near Minerva, Stark county, to Canton, in the same county eighteen miles, by Joseph L. Rue, President.

The engineers engaged in making surveys across the Maryland and Delaware peninsula for the proposed ship canal are rapidly advancing with their work. No less than six different routes have been proposed and one or more surveys have already been made. One party is now engaged in the survey from Queenstown to Lewes, and the other from the Mispillion to Wye river.

The Pittsburgh and Lake Erie Railroad Company has contracted with Mess. Riehle Bros', Philadelphia, for the Railroad Track Scales, also Scales for Depots and Stations, along the whole line of the road.

Ground on the line of the Brattleboro' and Londonderry Narrow Gauge Railroad was formally broken at Brattleboro', Vt., on the 12th inst.

Six shares of the Delaware Bridge Company, at Frenchtown, were recently sold at \$125 25 per share. The par value is \$50 per share.

To Purchasing Agents!

Carbon & Manifold Paper,

Made by

SHIPMAN & CO.,

No. 8 Reade St., New York,

ARE THE BEST.

TRAIN ORDERS a Specialty.

DUPLICATING LETTER BOOKS copy and original produced simultaneously without PEN, INK, PENCIL, or PRESS. Send for Circular.

AUSTIN, OBDYKE & CO.
PATENT CORRUGATED
EXPANDING LEADER
THE SAME PRICE AS ROUND
AND WARRANTED NOT TO BURST.
TRADE MARK M. HALLIDAY, ONLY AGENT
SUPPLIED, 218 EAST 9th ST. N. Y.

Exploded Exorbitancy!

The present price charged by all patent attorneys is all the way from FORTY to SIXTY DOLLARS for a lawful Trade Mark for the United States. Save this money. Consult us, by mail or in person, and have it done, all told, for FIFTEEN DOLLARS. Henry Gerner & Son, 49 Chambers st., P. O. Box 4544, New York.

Do Not Take Out A Patent!
CONSULT HENRY GERNER & SON.
49 CHAMBERS STREET, P. O. BOX 4544.
NEW YORK CITY, BY MAIL OR IN PERSON.

ALEX. FROTHINGHAM & CO., BANKERS AND Stock Brokers, No. 12 Wall st., buy and sell stocks on the New York Stock Exchange and carry the same as long as desired on a deposit of three per cent. Careful attention given to orders for investment from \$25 upwards in "Puts" and "Calls," which frequently pay from ten to twenty times the amount invested. Explanatory Circular and their Weekly Financial Report sent free on application.

KEUFFEL & ESSER,

**127 Fulton and 42 Ann Sts.,
NEW YORK.**

Manufacturers and Importers of

Drawing Materials.

**COMPLETE OUTFITS FOR THE
FIELD AND OFFICE WORK.**

Illustrated Catalogues sent on application.

ALSO PUBLISHERS OF

Round Writing
Useful for Everybody
Book of Instructions & Pens

Sent on receipt of \$1 50.

Louisville and Nashville Railway Seven per cent. Second Mortgage Bonds.

Principal and Interest payable in Gold Coin, maturing in less than five years, and 15 years before the First Mortgage Bonds; whole issue only \$2,000,000. A small amount for sale at a price yielding largely on the investment.

ALSO,

Keokuk and Des Moines Railway First Mortgage Five per cent. Bonds.

45 years to run. Interest guaranteed by the Chicago, Rock Island and Pacific Railroad. For sale at 87½ and interest by

JOHN J. CISCO & SON, 59 Wall-St.

New York, November 18, 1878.

THE DIRECTORS OF THE EMPIRE GOLD MINING COMPANY have this day declared a DIVIDEND OF TEN CENTS in gold PER SHARE, (par value \$10), out of the net earnings for the month of October, payable at the office of the Treasurer, S. V. WHITE, No. 8 Wall-st., on the 30th day of November inst.

The books to close on Nov. 25, and reopen on the 2d day of December.

GEO. H. HANDFORTH, Secretary.

OFFICE OF PLUMAS NATIONAL QUARTZ MINING CO., }
77 CEDAR ST., NEW YORK, NOV. 1, 1878. }

THE DIVIDEND FOR THE MONTH OF OCTOBER of ten cents per share, upon the capital stock of the Plumas National Quartz Mining Company, has this day been declared payable in gold coin, on and after the 15th inst., at the office of the Transfer Secretary, No. 77 Cedar street, Room No. 15.

Transfer books will close on the 9th, and re-open on the 16th inst. By order of the Board,

A. P. MARSHALL, Transfer Secretary.

WM. A. GUEST & CO., No. 17 Nassau Street, NEW YORK.

Purchase all marketable Railway Securities. A specialty of Stocks and Bonds of Roads leased to Erie and New York Central, either interest-paying or defaulting. Also, Stock and Bonds of City Railroads.

\$10 to \$1000 Invested in Wall st. Stocks makes fortunes every month. Book sent free explaining everything.

Address BAXTER & CO., Bankers, 17 Wall St., N. Y.

LONERGAN & THIEL'S SECRET SERVICE,

NEW YORK AND ST. LOUIS,
82 & 84 NASSAU ST., S. W. COR. 7TH & OLIVE STS.,
New York. St. Louis.
T. E. LONERGAN, G. H. THIEL,
Resident Partner. Resident Partner.
The investigation of frauds on Railway Companies a specialty.

WHO WANTS MACHINERY!

We have for sale the *Largest and Most Varied Assortment* of Machinery, both NEW and SECOND-HAND, to be found in the hands of any firm in the United States, and we offer at prices far below the market value. Send stamps for our No. 17 PRINTED LIST, fully describing over 1,200 machines with price affixed to each, comprising from one to a dozen machines of each of the following articles, with many others not named.

Anvils	Clothespin Machinery	Hay Presses	Planers, Iron
Ar Handle Lathes	Dovetailers	Horse Powers	Planers, Wood
Bellows	Drop Presses	Hub Machinery	Portable Mills
Belting	Drill Presses	Holsting Engines	Power Hammers
Blowers	Daniels Planers	Hydraulic Presses	Portable Engines
Brushers	Door Machinery	Irregular Moulders	Printers' Machinery
Band Saws	Edgers	Jacks	Pipe, steam & water
Buzz Saws	Elevators	Jig Saws	Planers & Matchers
Bolt Cutters	Extractors	Jack Screws	Portable Grist Mills
Bolt Machines	Emery Wheels	Looms	Rolls
Bobbin Lathes	Engines, 1 to 300 h p	Lathes, Iron	Ro-Saws
Boring Machines	Excelsior Machines	Lath Machinery	Radial Drills
Boiler Feed Pumps	Fans	Lathes, Wood Turning	Rivet Machines
Boilers, 1 to 100 h p	Forges	Leather Belts, 2 to 24 i	Ring Spin'g Frames
Box Board Matchers	Fire Pumps	Matchers	Rubber Belt'g, 2 to 24 i
Blind Slat Crimpers	Foot Lathes	Mortisers	Saws
Blind Slat Tenoners	Fire Engines	Mill Spindles	Scales
Box Board Machinery	Friction Clutches	Milling Machines	Shears
Cards	Gearing	Moulding Machines	Saw Mills
Chucks	Grist Mills	Nut Tappers	Saw Arbors
Cupolas	Governors	Nut Machinery	Surfacers
Crushers	Gear Cutters	Pumps	Swing Saws
Cob Crackers	Gauge Lathes	Punches	Steam Pumps
Circular Saws	Grindstones	Pickers	Steam Yachts
Cotton Machinery	Gray & Woods' Plan'r	Pulleys	Steam Gauges
Circular Saw Mills	Hose	Pulp Pumps	Spoke Lathes
Clapboard Machines	Heaters	Power Presses	Steam Hammers

Shingle Mills, Skein Winders, Sash Machinery, Splicing Machines, Stationary Engines, Tenoners, Trip Hammers, Upright Engines, Upright Boilers, Vises, Veneer Saws, Victor Lathes, Variety Moulders, Whistles, Wire Rope, Water Wheels, Woolen Machinery, Yachts.

No matter what machine or machines you are in want of, do not purchase until you send for and read one of our LISTS, and see the prices at which we sell. *State fully just what you want.* Address:

S. C. FORSAITH & CO.,

Machinists and General Machine Dealers,

Manchester, N. H.

☛ N. E. Low special Through Freight rates obtained for our patrons to any section of the United States or Canada.

PATENT MINERAL WOOL.

ABSOLUTELY FIRE-PROOF,

UNDECAYING

AND THE BEST

Non-Conductor of Heat, Cold and Sound.

USED EXTENSIVELY FOR

DEADENING WALLS AND ROOFS OF

Dwellings and Ice-Houses,

LINING BOILERS, FURNACES, STEAM AND COLD WATER PIPES, ETC.

Alexander D. Elbers,

P. O. Box, 4461. 264 BROADWAY, N. Y.

A. WHITNEY & SONS, CAR WHEEL WORKS,

Callowhill and Sixteenth Sts.,

PHILADELPHIA, PENN.

FURNISH CHILLED WHEELS for Cars, Trucks and Tenders. CHILLED DRIVING WHEELS and TIRES for Locomotives. ROLLED and HAMMERED AXLES.

WHEELS and AXLES FIFTED COMPLETE.

Safety Railroad Switches

WITH

MAIN TRACK UNBROKEN.

RAILROAD CROSSINGS, FROGS,

and other

ROADWAY SUPPLIES.

MANUFACTURED BY

THE WHARTON RAILROAD SWITCH CO.,

Office, 28 South 3d Street.

Works, 23d and Washington Ave.

PHILADELPHIA.

Hopkins' Patent Lead-Lined JOURNAL BEARINGS.

USED ON NEARLY ALL THE

Leading Railroads of the United States and Canadas.

NON-HEATING,

PERFECTLY SELF-FITTING, CHEAPER AND BETTER THAN ANY OTHERS.

D. A. HOPKINS,

Patentee and Manufacturer,

113 Liberty Street, New York.

THE ROGERS

Locomotive & Machine WORKS,

PATERSON, N. J.,

HAVING extensive facilities, are now prepared to furnish promptly of the best and most approved description, either

COAL OR WOOD BURNING;

LOCOMOTIVE ENGINES,

AND OTHER VARIETIES OF

RAILROAD MACHINERY.

J. S. ROGERS, Pres't.

R. S. HUGHES, Sec'y.

WM. S. HUDSON, Sup't.

Paterson, N. J.

R. S. HUGHES, Treasurer,

44 Exchange Place, New York.

THE

PHOENIX IRON CO.,

410 Walnut St., Philadelphia,

MANUFACTURERS OF

CURVED, STRAIGHT AND HIPPED

Wrought Iron Roof Trusses

BEAMS, GIRDERS and JOISTS,

and all kinds of Iron Framing used in the construction of iron roof buildings.

DECK BEAMS, CHANNEL, ANGLE AND T BARS

curved to template, largely used in the construction of Iron Vessels.

Patent Wrought Iron Columns,

Weldless Eye Bars,

for top and bottom chords of bridges.

Railroad Iron, Street Rails, Rail Joints and Wrought Iron Chairs.

Refined Bar, Shoeing, and every variety of Shipping Iron Made to Order.

Plans and Specifications furnished. Address

SAMUEL J. REEVER, President.

Fuller Brothers & Co.,

Machine-Forged Nuts,

BOLTS & NUTS,

WROUGHT WASHERS,

BOONTON CUT NAILS,

139 Greenwich Street,

NEW-YORK.

Jersey City Steel Works.

JAS. R. THOMPSON & CO.,

MANUFACTURERS OF

HAMMERED AND ROLLED

CAST STEEL,

OF ALL DESCRIPTIONS,

Warren Street, Jersey City, N. J.

Tool, Drill, Frog Plates and Points, Cutlery, Rake, Hoe, Machinery, Spring Wagon-Axle, Tyre, Sword, Bayonet, Rifle, and Pistol, made to Order.

J. H. GAUTIER,
D. G. GAUTIER.

JAS. S. THOMPSON,

B. THOMPSON,
H. DICKINSON.

ESTABLISHED IN 1836.

GEO. G. LOBDELL, Pres't.

WM. W. LOBDELL, Sec.

P. M. BRENNAN, Treas.

Lobdell Car Wheel Co.,
Wilmington, Del.

RAILROAD IRON.

THE undersigned, agents for the manufacturers, are prepared to contract to deliver best quality American or Welsh, Steel or Iron Rails, and of any required weight and pattern.

PERKINS, LIVINGSTON, POST & Co.,
 23 Nassau Street,
NEW YORK.



THE THOMAS PATENT CASH AND TICKET INDICATOR.

This is the only invention which will positively regulate and furnish railroad companies with a full and complete record of all passengers carried on trains, either having tickets, paying cash, or otherwise. As will be seen by the above illustration, it is a box with a glass front. After the conductor takes the passenger's ticket, he punches it and places it in the box, as per example: The passenger's destination is New Brunswick; the conductor punches the ticket, and, as we have stated, places it in the box; upon the arrival of the passenger at New Brunswick, he leaves the train, and another passenger takes his place whose destination is Wilmington; the conductor takes his ticket, punches it, and lifts the lid of the Indicator, when the New Brunswick ticket falls to the bottom, the Wilmington ticket taking its place. The lid is so arranged that it is impossible for the passenger or conductor to again get possession of the ticket, but every passenger can keep his ticket in sight until he arrives at his place of destination. The box is placed between the windows of the car on the panel under the rack. If a traveler is going from New York to Baltimore, the conductor need not raise the lid of the box until the arrival of the train at Baltimore, and then only to put the Washington ticket in. Upon the arrival of the train at Washington, or any station which the proper officer may designate, his agent goes around and collects every ticket or receipt for money collected. As will be seen, not a ticket can be sold or a dollar collected on the train that is not known by every passenger on the car.

Railroad officers desiring further information will please address

G. F. THOMAS, 549 & 551 Broadway, New York.

R. Stuart Willis,
 ATTORNEY & COUNSELOR AT LAW.
NOTARY PUBLIC.
 290 Broadway, New York.

Special attention paid to Railroad, Mining and Manufacturing Interests.

SELF-OILING
CAR AXLE BOX.
 No Waste of Oil. No hot journals. 82,000 miles run without re-oiling. Also

SHAKING BOXES.

Call, and examine boxes and certificates, or send for descriptive circular. **J. B. TOMLINSON,**

80 & 82 White St., New York.

MARSHAL B. STAFFORD,

JAMES H. COVEL,

93 Liberty Street, New York.

Try Box finished free on application.

EDWARD W. SERRELL,
CIVIL ENGINEER,
 78 & 80 BROADWAY,
 NEW YORK CITY.

Railroads, Bridges, Explorations.

Particular attention given to the Examination of Public Works for Capitalists seeking Investments.

PATENTS.

T. D. STETSON,
 Solicitor of American and Foreign Patents.
 23 Murray Street, New York,

(Near New Post Office.)

Send or circular.

LENG & OGDEN,
IRON & STEEL
MERCHANTS,
 4 Fletcher and 212 Pearl Streets,
NEW YORK.

GENERAL AGENTS FOR

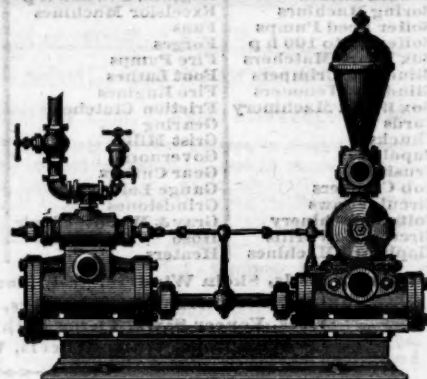
Lansdell & Leng's Lever and Cam Valves, for water, steam, gas, etc.

The Steam Water Station Company's Lansdell's Patent Steam Syphon Pumps.

Credenda Steel Gun Barrels, Moulds, etc.

Patent Weldless Cold Drawn Steel Tube Company.
 Marsh Brothers & Co.'s Cast Steel, German Steel, Machinery Steel, Files, etc.

STEAM PUMPS.



IMPROVED NIAGARA STEAM PUMP.

Marine Steam Engines. Stationary Steam Engines
 Marine and Stationary Boilers. Hydraulic Elevators
 for Buildings. Pulleys, Shafting and Hangers a specialty.

NORMAN HUBBARD,

93 to 97 Pearl St., Brooklyn, N. Y.

The George Place Machinery Agency.
 Machinery of Every Description.
 121 Chambers and 103 Reade Streets, New York.

OFFICES TO LET,

WITH ALL THE MODERN IMPROVEMENTS,
 SPLENDID LIGHT & VENTILATION, SUITABLE
 FOR

Banks, Bankers, Brokers, Merchants, Lawyers,
 Railway, Insurance, and other Companies,
 IN BUILDINGS

38 39, 40, 42, 57, 64, 66, 69, 71, 73, 78 and 80

BROADWAY

Nos. 5, 7, 17, 19, 34, 36, 49 and 53 NEW ST.,

Nos. 17, 19, 21 and 38 BROAD ST.,

Nos. 55 and 57 EXCHANGE PLACE.

ALL NEAR WALL STREET.

And No. 4 WALL STREET.

APPLY AT THE OFFICE OF

EDWARD MATTHEWS,
 No. 71 Broadway.

Proportional Parallel Rule,
 T Square and Protractor Combined.

FOR ARCHITECTURAL AND MECHANICAL draughtsmen, surveyors, engravers, students in industrial drawing and art studies. Engineers and draughtsmen approve of it, and consider it the best instrument for the purpose ever invented. Can be seen at the office of the inventor, patentee and manufacturers, **W. GARDAM & SON**, who construct and repair engineering and astronomical instruments, etc.
 112 John Street, New York.

Send for illustrated circular.